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INFLATED FARM VALUES LEAD TO OVEREXPANSION

Land at Prices Based on Two-Dollar Wheat, One Cause of Failures

UNUSUAL PROSPERITY LED TO SPECULATION

Eagerness of Banks to Lend an Added Factor—West Learned Hard Lesson

INFLATION AND ITS RESULTS

By FRANK L. PERRIN

While many conditions have contributed to emphasize the necessity of readjusting the economic balance in agriculture in the United States, it is doubtful if any single influence has been more potent than that of the inflation of land values during and immediately following the World War.

The high prices obtainable for all the products of the land gave the market value of farm lands in all sections higher than at any previous time in the country's history. This result was logical enough, because it was a provable fact, as simple as an example in multiplication, that lands which would produce wheat at a profit when the price was \$1 a bushel were worth twice as much with wheat at \$2. The same was true of corn land, stock and dairy farms.

It is interesting, in this connection, to pause long enough to consider the figures which have been compiled, showing the level of prices for farm lands in the principal grain states at two representative periods, 1910 and 1920. Taking the country as a whole, the average value of farm land in 1910 was \$19.51 an acre; in 1920 it was \$60.65. By 1925 it had declined to \$55.57.

Land Values Comparisons.

But this figure does not more graphically show, and comparisons of value more clearly indicate, by the following facts:

In Pennsylvania, for instance, land values advanced from \$55.44 in 1910 to \$75.44 in 1920, a gain of \$20 per cent.

In Ohio the increase for the same period was from \$32 to \$35.40 per cent.

In Indiana, \$15 to \$16.40, or 10 per cent.; in Illinois, \$49.40 to \$54.40, or 11 per cent.; in Iowa, where the inflation was greatest, it was from \$47 to \$55, or 17 per cent., and in Kansas, from \$40 to \$42, or 5 per cent.

It is important to note in this connection that although in 1920 the average price of farm land in Ohio was a little less than half that of similar land in Iowa, Ohio is that year produced 43 bushels of corn to the acre, while Iowa produced 45 bushels.

This fact is cited merely to show that the basis of land values is not always fixed upon production, but upon assured net returns. This emphasizes a feature of the problem which will be discussed in a subsequent article: the difficulty of establishing, nationally, a basis of production costs in agriculture.

Farm Investment Large.

Now for the benefit of anyone who might otherwise be inclined to minimize the importance of agriculture in comparison with other so-called basic industries, it is pointed out that the farms, including personal property holdings thereon, such as live stock, implements and chattels, represent one-fifth of the tangible national wealth. In recent years agriculture has contributed about one-sixth of the national income.

To go a little farther, it is shown

(Continued on Page 6, Column 3)

INDEX OF THE NEWS

WEDNESDAY, SEPTEMBER 7, 1927

Local
Lowell Institute Lecture Announced
Normal School Teachers Meet.....
Reception Tendered Missionaries.....
Northeastern Ready to Open.....
Gain in Cambridge School Enrollment.....
Railway Mail Clerks in Convention.....
Telephone Directory in Two Books.....
Utilities Plea Wins First Step.....
Schools Prepare for Rush of Pupils.....
More Newbury Street Homes Yield to Trade.....
General

Inflated Farm Values Lead to Over-expansion.....
American Chemical Society Meets in Detroit.....
Cochran Honored by G. C. Briand Message Given America.....
Russian Plot in Bolivia Reported.....
Lira to Remain Below \$2 to \$2.50.....
Munich Food Issues Greet Legion.....
Scottish Memorial Unveiled.....
How to Democratize Seen in Tariff Issue.....
Two Canadian Planes Over the Atlantic.....
Oil Giant Sends Out S. O. S. Call.....
Bottled Carbonated Water Popular.....
Dry Skin Man to Fill Wheeler Post Manager Plea Faces Cleveland Vote.....
New York Judge Is Offered Huge Prize.....
Victorians See End of Fruit Depression.....
Turks Install Barred Zones for Air Traffic.....
Belgian Begins Great Projects.....
Financial

Stocks Still in Big Demand.....
New York and Boston Stocks.....
Curb Market.....
World Wool Market.....
New York Bond Market.....
Cotton Cloth Buyers Cautious.....
Sports

United States Tennis Single Draw.....
McGill Retains Cricket Trophy.....
Features

Sunset Stories.....
With the Libraries.....
Watson.....
Book Reviews and Literary News.....
The Home Forum.....
A Journal of Economic Life.....
What They Say.....
In Lighter Vein.....
Editorials

Ramblings

Wanted—A Reconsideration of Franco-German Relations.....
Notes From London.....

Change in Art of Road Building Forecast at Chemists' Session

Alteration of Clay Materials at Low Cost Is Possible, Research Man Says; Quest for Gasoline Substitute Explained

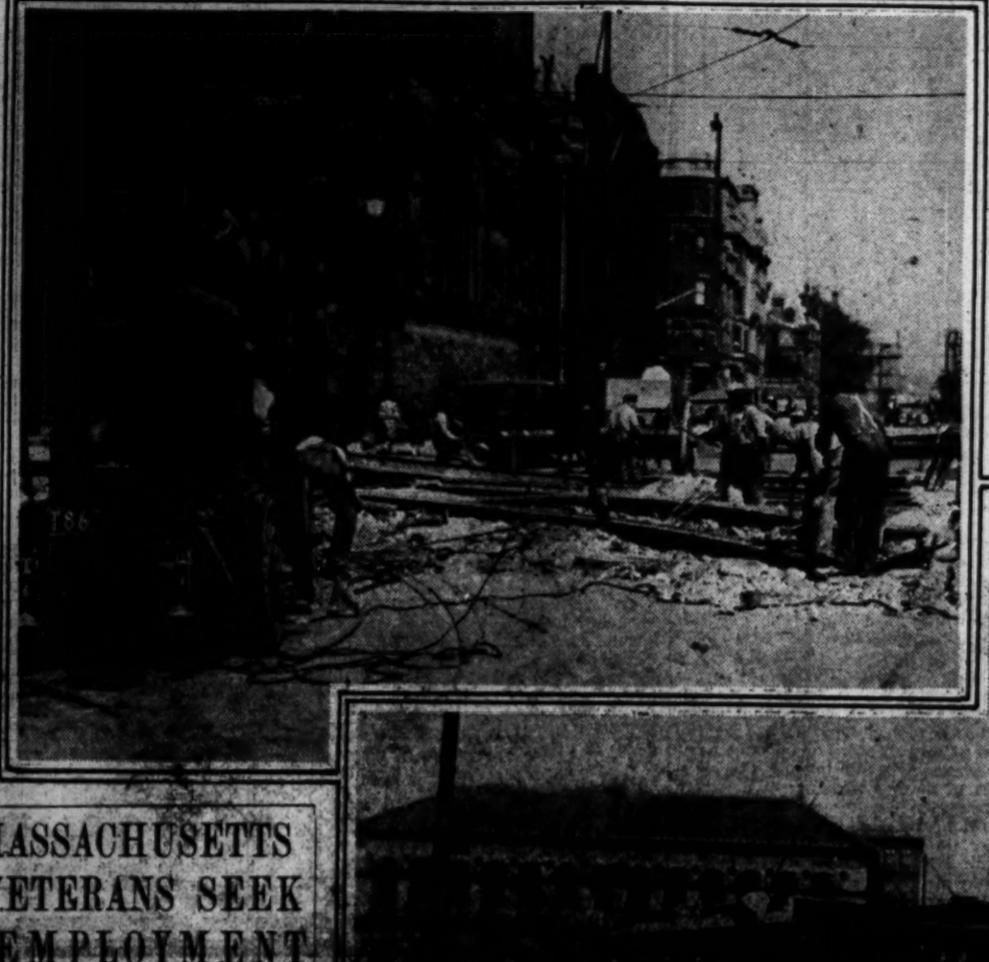
DETROIT, Mich., Sept. 7 (Special) — Change in the whole art of road-building, with resultant large savings, is forecast through chemical discoveries indicating that it will be possible to alter local clay materials in such a manner as to have characteristics more nearly resembling the sand, it was stated by Charles M. Upman, director of the highway research board of the State Highway Commission, Raleigh, N. C., before the automotive section of the American Chemical Society, in session here. Mr. Upman said that the annual meeting of 1929 will be at Minneapolis.

The spring meeting of next year will be held in St. Louis and the fall meeting at Swampscott, Mass. The annual meeting of 1929 will be at

ever, admit the propriety of any national group assuming the right to centralization of control of international chemistry within its own territory and sphere of influence, even if the major costs of construction and upkeep of such an institution were not assessed upon the rest of the world."

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Out of Chaos and Confusion Come Order and Ease



MASSACHUSETTS VETERANS SEEK EMPLOYMENT

602 Soldiers, 452 Sailors Apply During August at State Office

Employment conditions during the month of August showed a noticeable improvement as compared with July, according to the records of the public employment office at 23 Pearl Street, compiled by G. Harry Dunderdale, who was announced today by the State Department of Labor and Industries. The figures show an increase of 33 per cent. in the number of persons called for, as compared with the preceding month, and an increase of 10 per cent over August of last year.

The principal demand in the building trades was the demand for painters, which was easily taken care of. There was also a fair demand for carpenters and sheet metal workers, which was easily met. The metal trades were quiet with occasional calls for machinists, electricians and electric welders. The steam trades were quiet, with one or two calls for second engineers. The printing industry was rather dull, with a few calls for printers in a box-making establishment. The general trades picked up a little, with a demand for chauffeurs, cabinetmakers and factory work.

The demand for able-bodied laborers on rough, heavy work was very good and every physically able man could find employment. There have been no hindrances to looking for light inside work, but there was very little demand for their services.

The demand for boys for errands and factory work was very quiet during the month, with the exception of the last week. Business in the women's departments showed some improvement, with increased demand for stichers and young girl factory workers. Waitresses and chambermaids were in good demand and easily placed.

During the month, 1254 service men (802 soldiers, 452 sailors) applied at the office for work. Of this total, 123 (91 soldiers, 37 sailors) visited the office for the first time and were registered. Introduction cards to employers were given to 353 (342 soldiers, 113 sailors) and 200 (149 soldiers, 60 sailors) secured positions.

PRINCE SPENDS BUSY DAY

MONTREAL, Sept. 7 (AP)—The Prince of Wales and Prince George went through a busy program yesterday, their last day in Montreal, and will leave today for Quebec to board the liner Empress of Scotland on the return trip to England. The royal brothers visited two British warships, the Calcutta and the Cairo, in Montreal harbor. The Prince of Wales then went to the Royal Service Club and Prince George played squash racquets. In the afternoon the Prince of Wales played golf at Dixie.

Modern Engineer Put "World in Its Place"

Special to The Christian Science Monitor

Seattle, Wash.—ENGINEERING development is responsible for the marvelous mechanical accomplishments of the age, declared Dexter S. Kimball, dean of the college of engineering, Cornell University, before the American Society of Mechanical Engineers in Seattle.

Although the Indians had the same resources, he said, that we are now using, such resources lay untouched. Machinery for the development of both water and steam power is one of the big promises of the immediate future. Men of special knowledge will be needed more and more.

(Continued on Page 1B, Column 4)

AUDITOR URGES SINGLE HOUSE LEGISLATURES

Vermont Speaker Outlines Code to Provide Actual Executive Power

A single legislative body, instead of two-house legislatures, and an administrative code which would give the Governor of a state the authority of an actual business executive were proposed for improvement of state government made by Benjamin Gates, State Auditor of Vermont, at the second day's session of the National Association of State Auditors.

(Continued on Page 1B, Column 4)

Boylston Street Army Tears Down to Rebuild Better Than Before

Rat-a-tat of Pneumatic Drills, the Blue Flame of the Welder, Tank-like Tractors and Creaking Lorries, Battle to Aid Traffic

Sections in downtown Boston are rapidly approaching the restoration of paving annually accomplished by an "invading army" of men whose ammunition is sand, cement, and paving blocks, whose weapons are a clattering, rumbling paraphernalia made up of pneumatic drills like machine guns, caterpillar tractors that are miniature tanks, welding machines that send up sheets of green-blue fire, and lorries very like those that creaked and swayed across the fields of Flanders.

The labor of repaving this particular section is very great in view of the character of the material used. The crown is Warren Brothers bituminous paving superimposed upon a base of sand, whereupon a combination which permanently allies the possibility of "bubbles" and holes torn in the surface by contraction or expansion of material under the effect of heavy weather. The contractors are the John McCord Company.

Whatever the public has experienced of temporary inconvenience has been, at least, in part, compensated by the pictorial aspects of the operations with their graphic promise of new and enormously better conditions for traffic.

Here a man, hooded, and hunching gnome-like over an electric welding machine, applies steel to steel and little wisps of palled smoke and sail-shaped sheets of blue fire rise from the track whose metal, turned momentarily rust color under the treatment, wants strengthening. And more than one pedestrian gazes

(Continued on Page 1B, Column 2)

PROVIDENCE, R. I., Sept. 7 (AP)—

The political aspects of the twenty-eighth national encampment of the League of Foreign Wars came into prominence today, as the campaigns of various candidates for office began to gather force. The elections will take place on Friday.

Frank T. Straus of Indianapolis, senior vice-commander-in-chief, is a candidate for the office of national commander-in-chief, to be vacated by Theodore Stitt of Brooklyn.

Henry W. Lawson of Everett, Mass., past national adjutant is also being supported for the organization's highest post, and the candidacy of H. K. Duff of Lansing, Mich., treasurer of the V. F. W. Home at Eaton Rapids, Mich., is being urged by some delegates.

Visit to Newport

Veterans and members of the auxiliary practically took the day off from business when they left the city this forenoon for a visit to Newport, where they were welcomed by a civic committee and the local post.

JAMES J. DAVIS, Secretary of Labor, late yesterday told the Providence Journal's Washington correspondent that he will either come to Providence or issue an official statement in answer to charges made yesterday to the effect that he had obstructed investigations of naturalization frauds throughout the country.

Secretary Davis' statement follows: "I have an invitation to attend the convention in Providence. I will either go to the west or stay in person or tomorrow I will issue an official statement answering Gregory's statement in full, after I have all facts before me."

MILBURN R. GREGORY of Reno, Nev., junior vice-commander-in-chief of the Veterans of Foreign Wars, in a report accompanying a resolution urging federal registration of all aliens once a year, declared there has been great laxity in naturalization, especially on the West Coast and placed the blame directly on the naturalization bureau in the Department of Labor. For years, the report forth, thousands of fraudulent naturalization papers have been issued.

CRITICIZES THE COUNCIL

This is the meaning of the reception given to Mr. Van Blokland's speech.

Mr. van Blokland also criticized the members of the Council for dealing with important subjects which ought to come under the purview of the League outside the Council, but at the same time admitted the validity of personal contact and association at Geneva and argued that it was preferable to settle differences by direct negotiation whenever possible.

But the importance of Mr. Van Blokland's speech lay in what he said about disarmament and the necessity of giving expression to the growing current opinion for the outlawing of war which, as the speaker said, is particularly strong in America.

POLISH SCHEME STUDIED

The debate also brought an open speech from Mr. Lofgren, the Swedish delegate, and a criticism of the passive attitude adopted by the League on political questions of the day. The League, Mr. Lofgren declared, had had great success in economic, financial and social questions, but he asked should it not deal more often with the issues which troubled the nations?

Meanwhile, the Polish delegation called a meeting of the representatives of the Little Entente and the Baltic states last night to consult them about the Polish scheme for an all-round pact of non-aggression. As a result, it was agreed that the Poles have incurred the suspicion that they are advancing the plan in order to obtain what is called an eastern Locarno Pact, in other words, to prevent the possibility of a revision of the Polish corridor being raised by Germany.

The Germans, although disturbed by this move, have declared that they will wait and see what the Polish resolution before criticizing it, and that as "a matter of principle" they have no objection to signing a pledge of non-aggression, since they have already given it both for their western and eastern frontiers. But they will not sign it if it is to be interpreted as a surrender on their part to the Germans for a revision of the eastern frontiers. The British view is that the Covenant itself is a pact of non-aggression.

Sir Austen Chamberlain maintains that the naval conference cleared the air, and he hopes that in fall the good results may yet come, while he holds strongly that the preparatory disarmament commission should continue its work in November.

HINDU-MOSEL RIOT

NAGPUR, India, Sept. 7 (AP)—Twenty-two people are stated by the authorities to have been killed and over 100 injured, as the result of Hindu-Moslem rioting here Sunday and Monday.

LEAGUE BACKS DUTCH APPEAL TO OUTLAW WAR

Plea of Netherlands Delegates Brings Disarmament Again Into Limelight

POLES CONSULT LITTLE ENTENTE

Proposed Pact of Non-Aggression Incurs German Suspicion

—Reich to "Wait and See"

By Special Cable

GENEVA, Sept. 7—The speech by Mr. van Blokland, the Dutch delegate, during the general debate at the League of Nations Assembly has brought the question of disarmament and the outlawry of war into the limelight. The applause with which it was greeted showed how deeply interested the assembly is in the problem of organizing peace on an enduring basis. Indeed so general was the approbation of the speech that Aristide Briand led the way to congratulate the Dutchman as he came down from the tribune.

It was noticeable, however, that Sir Austen Chamberlain, seated in his seat, perhaps because he felt he was unable to congratulate the speaker in resuscitating the Geneva Protocol in a resolution which he moved. For the British Government is, of course, opposed to the proposal for compulsory arbitration between states, on which the protocol rests.

PROBLEM OF SECURITY

According to Mr. Van Blokland the problem of disarmament should be attacked from a new angle by the disarmament committee of the League of Nations studying the fundamentals of the protocol and the elections will be prepared for the debate of the preparatory disarmament commission, which takes place in November.

The problem of security, to which the League of Nations Assembly has given attention, is to bring back the question of disarmament to security, for Mr. Van Blokland's main point was that until confidence could be established between the nations no progress could be made toward a reduction of armaments.

From the reception given Mr. Van Blokland's speech, it is clear that the Assembly feels that more should not have been done by the Council and the preparatory disarmament commission to grapple with the question of disarmament.

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RESOLUTIONS ADOPTED

HUGHES DRAFT BY REPUBLICANS GAINS SUPPORT

Party Leaders Confident He Can Be Counted On As Reserve Candidates

Special from Monitor Bureau
NEW YORK, Sept. 7.—Political observers here are still considering the interview given out by Charles E. Hughes on his return from Europe this week regarding the 1928 Presidential situation and are more convinced than ever that Mr. Hughes will accept the Republican nomination if he is called upon by the party to take it, but that under no conditions will he accept it until he is sure President Coolidge is out of the running.

They feel that Mr. Hughes will not seek the office. Meanwhile his friends refer to the fact that in his whole career of public service he has never sought an office. They add, however, that his party can count on him as a candidate in reserve to serve if needed.

Mr. Hughes Repents Stand

Mr. Hughes still clings to his statement that Mr. Coolidge, despite the President's personal wishes, will be renominated and re-elected. Mr. Hughes is a staunch supporter of Mr. Coolidge and in his interview given out in May expressed the opinion that the way to maintain the even balance of prosperity was to keep him in office.

George W. Olvany, leader of Tammany Hall, when asked about Mr. Hughes's position and the Hughes interview, said that if Mr. Hughes and Gov. Alfred E. Smith of New York are opposing candidates for the Presidency, "it will mean a stiff battle for the Empire State."

Political Situation Discussed

William R. Wilcox, chairman of the Republican National Committee in the 1916 campaign when Mr. Hughes was the Republican candidate against Woodrow Wilson, dined with Mr. Hughes Monday night at the Union League Club and while the political situation was discussed, Mr. Wilcox would not give out any statement except to say that "Mr. Hughes will speak for himself," and that he believes Mr. Coolidge will be nominated.

Charles C. Lockwood, a member of the Grand Commission of New York, who returned to the United States on the *Île de France*, is another who believes that Mr. Hughes can be "drafted." Mr. Lockwood expected to see Mr. Hughes while in Europe and sound him out on the national political situation, but later decided not to seek the interview.

Mr. Hughes expects to go to Hot Springs, Va., tomorrow. He will go to Chicago next week in connection with the drainage canal litigation in which he is interested.

LABOR SECRETARY WILL MAKE REPLY

WASHINGTON, Sept. 7.—James J. Davis, Secretary of Labor, will speak at East Greenwich, R. I., at the two hundred and fiftieth anniversary of the town Thursday, Sept. 8, at which time he expects to make answer to charges of fraud and malversation preferred by Milton Gregory of Reno, Nev., junior vice-commander of the Veterans of Foreign Wars, in the latter's annual report, just published.

Mr. Davis had received only newspaper comment on the charges and was therefore not familiar with their details. He stated that if the report of Mr. Gregory contains the charges which it is said to carry he will take the matter up in his Greenwich address.

Mr. Davis stated that so far as his information of the charges went, most of the alleged frauds which are attacked were committed prior to his administration. Raymond F. Crist, Commissioner of Naturalization, said that in one instance a matter now brought up as an alleged fraud was committed prior to 1906.

AMESBURY GAS HEARING IS ON

The Amesbury division of the Haverhill Gas Light Company earned

only 3.65 per cent on the property invested in furnishing light to residents of that town, M. L. Sperry, vice-president of the company, declared today before the public utility commission.

In answer to the petition of the selectmen of Amesbury for a reduction in gas-light rates, Mr. Sperry declared that in 1926 the company as a whole barely earned the regular dividend and that this year "we are assured we are not doing as well as last year."

The company filed more detailed figures with the commission today. Atty. Frank L. Simpson, representative of the selectmen of Amesbury, asked that the company furnish information on the charge by the selection that \$800,000 worth of capital investment in the city of

Tribute From Scottish-Americans



Central Figure in War Memorial Designed by Dr. R. Tait McKenzie of Philadelphia.

Haverhill should be allocated to occurred in Princes Gardens beneath outside territory in basing rates.

The hearing was adjourned Sept. 22, before which time the company will file a statement on that particular phase of the question.

MEXICO TAKES STEP TO BOLSTER CURRENCY

MEXICO CITY (Special Correspondence)—First withdrawals from circulation on the 5,000-peso decree issued June 15, through the request of Louis Montes de Oca, Minister of Finance, have been made and totaled 250,000 silver pesos. The purpose of the decree is to tend to equalize the premium of gold over silver. Since the present silver value is low.

BOSTON MASS. STREET RAILWAY

The Eastern Massachusetts Street Railway, Inc., operator of the Bay State Street Railway & its equipment notes. The amount taken off Aug. 1 was \$131,000 out of an original \$1,300,000 note issued in August 1917, at 6 per cent, and held 6% per cent. The notes were issued to provide in part for the cost of 200 new semi-convertible Pay-as-you-go cars, each car and equipment, costing \$1,631,000. Eastern Massachusetts now has no equipment notes outstanding.

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American Ambassador Unveils Scottish Memorial in Edinburgh

Hundreds of Scots Cross Atlantic for Ceremony Which Takes Place in West Princes Gardens Beneath Shadow of the Famous Castle Rock

EDINBURGH, Sept. 7 (AP)—The American Ambassador, Alanson B. Houghton, who is here today to unveil the monument raised by Scottish-Americans in honor of the Scots who fell in the Great War. Hundreds of Scots who crossed the Atlantic were present for the ceremony, which

removed from the bustle of the street, but a fine path passes directly in front of it and the two oblique paths give ready access to it from Princes Street.

An Enduring Work

The motive underlying the memorial is indicated by the inscription on the pedestal which reads, "1914—A tribute from men of Scottish blood and sympathies in America to Scotland," and the quotation from Judges 5:18, "A people that jeopardized their lives unto the death in the high places of the field," also by the inscription which is incised in stone beneath the frieze: "If it be life that waits, I shall live forever unconquered. If death, I shall die at last, strong in my pride and free."

Dr. R. Tait McKenzie (whose war memorials at Cambridge, Mass., Ottawa, and throughout the United States are famous) has interpreted America's gift to Scotland in a work of art which will endure. It consists of the seated figure of a killed youth with his rifle across his knees, starting up to answer the call. He is placed upon a pedestal behind which runs a 25-foot frieze showing a recruiting party headed by a pipe band and followed by all sorts and conditions of men flocking to the colors. The frieze is framed by the wall in which it is set, and supported by pillars, benches, and curved ends, all in Craigleath stone, of which Edinburgh is built.

Site Well Chosen

The proposal that people of Scottish sympathies in America should erect a memorial in Scotland brought at once a grateful response from this country. The Duke of Atholl, Sir John Stirling Maxwell, and Cameron of Lochiel were the Scottish members of the committee on site, and they have, it is generally admitted, done their work well and have earned the gratitude of future generations.

Dr. Tait McKenzie has had the benefit of the services of Reginald Fairlie, A. R. S. A., architect of Edinburgh, and together, they have worked upon the setting of his sculpture. The result is one of which both America and Scotland may well be proud.

CABINET TO DISCUSS POLITICAL SITUATION

By Wireless via Postal Telegraph from Halifax

BERLIN, Sept. 7.—Dr. Gustav Stresemann, the Foreign Minister, may interrupt his stay at Geneva to fly to Berlin in order to take part in a Cabinet meeting at which the political situation will be discussed. For this purpose the Chancellor and other Cabinet Ministers who are absent will return immediately to Berlin. Also President von Hindenburg is expected back.

Present conditions in the industry and some competition from the Pacific Coast states makes it necessary to emphasize the importance of the grade and the pack, the university says.

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Among the secret addresses said to have been seized in the Soviet House raid appears the entry "Señor D. Martínez Catalina, Calle Ji No.

1630, Montevideo, Uruguay" but there is no indication in the dispatches from La Paz that this is the "comrade" allegedly designated to take charge of Communist activities in Bolivia.

BOLIVIA REPORTS UNEARTHING OF RUSSIAN PLOT

Documents Found Said to Prove Activities of Third Internationale

LA PAZ, Bol., Sept. 7 (AP)—The Third Internationale at Moscow is charged by the Bolivian Government with attempting to organize a revolution here with the object of setting up a Communist regime.

Documents alleged to have been obtained from the secret archives of the Soviet Embassy in Paris and forwarded here for submission to the Bolivian Parliament purport to show that one "Comrade Martinez" was sent to this country, and that he was to be supplied with 1,000,000 francs with which to foment the revolution.

One of the documents marked "very secret" allegedly signed by M. Zalkind, secretary of the Third Internationale and written at the order of the Communist leader, Nikolai Bucharin, instructed Martinez as follows:

"On your arrival there in Bolivia you will begin the work of organization of Communism and place yourself and all your energies and efforts in the service of a Communist revolution."

The putative instructions directed

Marines to open a business house

under cover of which the revolution

work would be carried on and "which will be the general staff of the government and serve as the medium of communication with our agents in other cities of South America."

Presentation of the documents to

the Bolivian Parliament by the Foreign Minister was followed by a vote of confidence in the Government. At the same time it was announced that another Communist movement had been discovered and suppressed, with the arrest of the leaders.

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MARSHAL FOCH LAUDS LEGION

Writes Cordial Greeting to Brothers-in-Arms for French Review

TARIFF ISSUE CITED AS HOPE OF DEMOCRATS

Mr. Hitchcock, Warning Against Pre-Convention Strife, Urges Revision

Special from Monitor Bureau

NEW YORK, Sept. 7.—A warning to Democratic presidential candidates against a heated pre-convention campaign was sounded by Gilbert M. Hitchcock, one-time United States Senator from Nebraska, on his arrival here on board the steamship *Île de France*. Mr. Hitchcock declared that "such a contest, or one in the convention, always weakens the party, whatever the outcome."

Mr. Hitchcock made a plea that issues rather than candidates should be stressed. He declared the campaign issue to be the important problem of the Democratic Party.

Mr. Hitchcock expressed the opinion that a short practical platform would swing many independent votes to the Democratic ticket, while a complicated statement covering 20 or more questions would cause dissension within the party and defeat at the polls.

In discussing important issues, Mr. Hitchcock said, "European countries are tearing down their tariff walls, which have restricted commerce between them. Germany and France have just concluded a great reciprocal commerce treaty. It is time for an attack in America on excessive and prohibitory tariff taxes."

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REVELATION TOOTH POWDER

Cleans the tartar from the teeth and leaves your mouth, gums and teeth entirely clean without grit, glycerine or oil.

Sold Everywhere

AUGUST E. DRUCKER CO.
San Francisco, Calif.

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Among the secret addresses said to have been seized in the Soviet House raid appears the entry "Señor D. Martínez Catalina, Calle Ji No.

1630, Montevideo, Uruguay" but there is no indication in the dispatches from La Paz that this is the "comrade" allegedly designated to take charge of Communist activities in Bolivia.

BOLIVIA REPORTS UNEARTHING OF RUSSIAN PLOT

Documents Found Said to Prove Activities of Third Internationale

LA PAZ, Bol., Sept. 7 (AP)—The Third Internationale at Moscow is charged by the Bolivian Government with attempting to organize a revolution here with the object of setting up a Communist regime.

Documents alleged to have been obtained from the secret archives of the Soviet Embassy in Paris and forwarded here for submission to the Bolivian Parliament purport to show that one "Comrade Martinez" was sent to this country, and that he was to be supplied with 1,000,000 francs with which to foment the revolution.

One of the documents marked "very secret" allegedly signed by M. Zalkind, secretary of the Third Internationale and written at the order of the Communist leader, Nikolai Bucharin, instructed Martinez as follows:

"On your arrival there in Bolivia you will begin the work of organization of Communism and place yourself and all your energies and efforts in the service of a Communist revolution."

The putative instructions directed

Marines to open a business house

under cover of which the revolution

work would be carried on and "which will be the general staff of the government and serve as the medium of communication with our agents in other cities of South America."

Presentation of the documents to

the Bolivian Parliament by the Foreign Minister was followed by a vote of confidence in the Government. At the same time it was announced that another Communist movement had been discovered and suppressed, with the arrest of the leaders.

6-Cylinder Smoothness and Dash—High-compression Power and Performance—Size and Roominess without Unwieldiness—Steady Riding without Useless Weight—50 Miles an hour all day

TWO CANADIAN PLANES FLYING OVER ATLANTIC

London to London and Windsor to Windsor Flights Resumed

HARBOR GRACE, N. F., Sept. 7 (AP)—The plane Sir John Carling, bound from London, Ont., to London, Eng., hopped off from the airport here at 7:25 a. m. today, eastern standard time.

Capt. Terry Tully and Lieut. James Metcalf are co-pilots of the Carling. The plane on its first attempt to hop from London, Ont., was forced back by bad weather.

On the second attempt she reached a point estimated by the aviators as well beyond Prince Edward Island but encountered such heavy fog they flew back over New Brunswick and, finding clear weather in Aroostook County, Maine, landed in a hayfield in the township of Washburn last Thursday night.

The fliers went to the near-by large town of Caribou, in the heart of Maine's great potato-growing region. There they waited for favorable weather reports until Monday, when they flew to Harbor Grace.

OLD ORCHARD, Me., Sept. 7 (AP)—The Royal Windsor resumed its transatlantic flight to England at 4:53 o'clock this morning, and as the first streaks of dawn were tinting the eastern sky, headed its nose toward Harbor Grace, N. F., its next stop.

The take-off was perfect. The giant monoplane rose without effort after a short run, and after a short circle of the beach raced out to sea.

The fliers are C. A. "Duke" Schiller and "Phil" Wood. Their plane was last seen as it headed into a triangular opening in the clouds through which the first rays of the rising sun were gleaming.

The plane was believed to have headed due east after leaving here. It was reported five minutes later over Cape Elizabeth but that was the last time it was seen. Weather along the coast was good but slightly cloudy. At Machiasport visibility was 15 miles, at Rockland 12 with a slight fog, and at Monhegan Island 10. The distance between this place and Harbor Grace is approximately 900 miles in an airplane.

HALIFAX, N. S., Sept. 7 (AP)—The Royal Windsor passed over Digby at 7 a. m., eastern standard time. According to a message received by the Halifax Daily Star, she was flying the course followed by the Old Glory yesterday.

CLARKSBURG, N. S., Sept. 7 (AP)—The Royal Windsor, headed East, flew over this village at 8 o'clock, eastern standard time, this morning.

ST. JOHN'S N. F., Sept. 7 (AP)—The Royal Windsor passed over the village of Grand Bank on the southwest coast of Newfoundland at 11:30 a. m., eastern standard time. Grand Bank is about 125 miles from Harbor Grace.

RANGOON, Burma, Sept. 7 (AP)—William S. Clark and Edward P. Schlesinger here at 2:18 o'clock this afternoon from Calcutta, India, on their round-the-world flight.

The Pride of Detroit landed on the racetrack at 2:18 o'clock this afternoon. He covered the distance from Calcutta at an average speed of 100 miles an hour.

The aviators reported that half an hour after their departure from Calcutta they encountered bad monsoon weather, with strong cross winds and continuous heavy rains for 2½ hours. Later they found the weather pretty good. The machine behaves well. The fliers plan to continue their journey tomorrow.

The world fliers, according to plans announced in Calcutta yesterday intend to fly from Rangoon to Bangkok, Siam, and thence to Hanoi, French Indo-China. From there on their stops will be Hong Kong, Shanghai, Tokyo, and Midway Island and Honolulu on the way back to the United States. Their trip will end at Harbor Grace, N. F., where they took off on Aug. 27.

Schlesinger told the newspapermen in Calcutta that they had hoped to circle the world in 80 days. They believed this no longer possible, in view of the delays they have encountered. They hoped with luck, however, to better the record round-the-world trip of 28 days 14 hours.

CORUNNA, Spain, Sept. 7 (AP)—Capt. F. T. Courtney, British aviator, plans to resume flight tomorrow morning, piloting his flying boat, the Whale, to Horta, in Azores, on his way to Newfoundland and New York.

CAIRO, Egypt, Sept. 7 (AP)—Lieut. R. Bentley, young South African sir

FLOWERS TELEGRAPHED to All Parts of the World Kenmore 5948

Caplan *St.* *Florist* *BOSTON*

Permanent Waving \$15.00

Shampooing, Marcelling, Bobbing

MAUD A. WHITE 940 Little Blg., Boston Tel. Hancock 3148

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RICHARD Briggs Inc.

China and Glass Merchants

At 32 NEWBURY STREET, BOSTON ESTABLISHED 1878

force instructor, who is flying a light De Havilland Moth plane from London to Capetown, S. Afr., landed at Lebda, the ancient Lepis Magna, near Tripoli, today. He plans to start for Suez, Egypt, tomorrow morning. Bentley hopes to reach Cape Town by Sept. 15.

CRANWELL, Eng., Sept. 7 (AP)—Charles A. Levine again postponed his transatlantic hop today, weather reports showing that a 35-mile gale was blowing over the North Atlantic. Levine and his pilot, Capt. Walter Hincliffe, arrived this morning at the Cranwell airrome, where their monoplane the Columbia is in readiness. They were reluctant to postpone their attempt again, but bowed to the advice of the meteorological experts.

ROOSEVELT FIELD, N. Y., Sept. 7 (AP)—In a final "tuning up" flight preparatory to his proposed flight to Paris, Captain René Fonck took off today with his Sikorsky S-37 for the naval air station, Washington, D. C.

With Fonck at the control and six passengers, the take-off on what was expected to be a two and one-half-hour flight was made at 8:50 eastern day-light time.

Those on board were Lawrence W. Curtin, navigator; Ensign Stephen Edwards, radio operator, and Henri Bartaux, probable fourth member of the Paris flight. O. A. Dickinson and his son, Arnold C. Dickinson, of Fitchburg, Mass., financial backers of the Sikorsky Company, and George Honnour, Jupiter Motor expert.

It is with the Sikorsky S-37 that Fonck hopes to fly to Paris in 28 hours this month in an attempt to redress his failure of last year, when his plane crashed at the take-off. The return flight from Washington will probably be made tomorrow.

Flights at a Glance

By the Associated Press

Old Glory, en route to Rome, flashed an S-O-S shortly before daylight. Then came complete silence. She was estimated about 500 miles off Newfoundland. Near by steamers reported the night very dark, with big waves and bad wind. Several steamers started for rescue with the nearest one estimated about 83 miles away.

The St. John Carling hopped for the transatlantic flight from Harbor Grace, Newfoundland, to London at 7:25 a. m., eastern standard time.

The Royal Windsor, Windsor, Ont., to Windsor, Eng., started before daylight from Old Orchard, Me., for Harbor Grace.

The Pride of Detroit reached Rangoon, Burma at 2:50 in the afternoon, Burmese time, on the round the world flight.

The Columbia's flight from England to New York was postponed until tomorrow.

The Flying Whale, at Corunna, Spain, set tomorrow for resumption of its flight westward across the Atlantic.

Pride of Detroit's Log

By the Associated Press

Sept. 7—(Twelfth day)—Calcutta, India—Rangoon, Burma 655 miles, having covered 8695 miles or about two-fifths of route around world. On twelfth day holders of present record, 23½ days, passed their geographical, half-way mark on Siberian Railway.

Aug. 27-28—Harbor Grace, N. F., to Croydon, Eng., 2350 miles.

Aug. 29—Croydon to Munich, Ger., 600 miles.

Aug. 30—Munich to Belgrade, Jugoslavia, 500 miles.

Aug. 31—Belgrade to Constantinople, 500 miles.

Sept. 1—Delayed by Turkish authorities.

PROVINCETOWN PILGRIM'S FIRST LANDING

100-mile round trip daily. To Cape Cod on large wireless-equipped iron boats. Cost \$1.50. Return \$1.75. Fare-Round Trip \$15. One Way \$1.75. Leaves Long Wharf, foot of State St., 2:30 A. M.; Sunday, 10. D. B. Time. Tel. Congross 4355. Staterooms, Refreshments. Trip through Cape Cod Canal, Sept. 17.

HIGH GRADE CLOCK REPAIRING ARTHUR W. FITT 11 Winter Street, BOSTON MASS.

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Specialist in Fine Flowers

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Flowers Telegraphed to any place.

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FLOWERS TELEGRAPHED to All Parts of the World Kenmore 5948

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SPAIN-TO-ARGENTINE AIRSHIP READY SOON

Spanish Pilot Tells of Progress on Passenger Zeppelin

Special from Monitor Bureau

NEW YORK, Sept. 7 (AP)—The dirigible to be used in an effort to establish regular trans-Atlantic service between Spain and Argentina, now under construction in the Zeppelin works in Friedrichshafen, Germany, probably will be completed in time for a trial round-trip flight between Sevilla, Spain, and Buenos Aires next spring, according to Major E. Malodono de Meer of the Royal Spanish Air Force, who is on his way to Detroit with Major B. Molas Garcia, whom they will enter the James G. Bennett international balloon race with the Aero Club of Spain's balloon Hispana.

Major Malodono was said to be the choice of King Alfonso to command the dirigible, which will be the largest ship of its kind having a gas capacity of 105,000 cubic meters. If it comes up to expectations, a regular service will be started between Seville and Buenos Aires in the fall of 1928.

Major Malodono is a graduate of the United States Army Balloon and Airship School at Scott Field, Ill., and he has done considerable flying in this country in both lighter-than-air and heavier-than-air craft. He expressed the opinion that the proposed north wind during the race would give the Hispana the best opportunity to reach its maximum distance.

At the same time the steamships California and Transylvania are in the grip of some trade over the treacherous wastes of water, no details were given.

Within a few minutes of receipt of the S. O. S. several ships, obeying the immutable law of the seas, were rushing under full steam toward the estimated position of the transatlantic airship. The liner Transylvania, westward bound, appeared to be nearer Old Glory than any other ship. The steamer reported that she was 83 miles away.

Message From Plane Was Some 500 Miles From Newfoundland

circle course as stormy or unsettled across the entire ocean, this route was said to be fraught with great difficulties. More favorable weather was reported to the south.

It was 12:23 p. m. eastern standard time, yesterday that Old Glory was going well. At 11:57 o'clock last night the steamship California sent a message saying that she had sighted the plane about 350 miles east of Cape Race. She eventually appeared in Long Island Sound on June 26, 1923, has at last come ashore and has been answered. The reply reached Mr. Humphreys from Porto Formosa, St. Miguel, Azores, where the bottle was washed on the rocks and found by a fisherman.

Mr. Humphreys and his wife were

cruising in the Sound on board their yacht, the Fenella, when they wrote

the note and threw it overboard.

The reply, signed by Antonio de

Serafim, in Porto Formosa,

was written in Portuguese, follows:

Bottle Slightly Cracked

"I just received from the hands of

a fisherman a bottle containing a

fragment of paper that says what

follows in letters almost unintelligible:

"If anybody finds this, please let

me know when and where you find

it and . . . yacht . . . June 26, and

your address."

The bottle was found, cracked

probably a few days before, and with

some drops of water inside. It was

found at the bay of this small village

of St. Miguel, Azorean Islands, after

passing more than four years in the

water . . ."

It is believed by oceanographers

that the bottle containing the note

passed into the Atlantic Ocean at

Montauk Point and, falling into the

Arctic southerly current, was

swept south of Cape Hatteras, where

it probably was caught up by the

Gulf Stream. Thence, they believe,

it was carried to the northern coast

of Scotland or in the easterly

branch of the Gulf Stream, which

skirts the southerly shores of Great

Britain, where it again came into

the southerly Arctic current flowing

from Norway through the

North Sea and the English Chan-

nel and was swept along the French

and Spanish coasts and out around

the Azores.

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General Motors presents *The New* CADILLAC



General Motors was organized in the belief that a group of companies, working together in the same family, should be able to serve the public better than if they were separated.

Is this true?

The best answer is to contrast the Chevrolet, Oldsmobile and Oakland of today with the models of five years ago.

Add Pontiac.

Then add the new Buick.

And LaSalle.

Each of these was an achievement; but one thing remained. Cadillac had been always a synonym for perfection in the fine car field. Could anything be done to improve Cadillac?

General Motors decided that something could be done—something as radically different as the creation of LaSalle. We invite you this week to go to any Cadillac showroom and see the result.

GENERAL MOTORS

"A car for every purse and purpose"

CHEVROLET • PONTIAC • OLDSMOBILE • OAKLAND • BUICK • LASALLE • CADILLAC
GENERAL MOTORS TRUCKS • YELLOW CABS AND COACHES

FRIGIDAIRE—*The electric refrigerator*

NORTHEASTERN READY TO TAKE 400 FRESHMEN

Enrollment Will Commence
Tomorrow—Six New
Instructors Named

Four hundred prospective freshmen, from nearly every state in the Union and several foreign countries, will register at Northeastern University tomorrow morning from 9 o'clock until noon. According to Prof. Milton J. Schlagenhauft, director of admissions, 300 men will be admitted to the school of engineering and 100 to the school of business administration. Upperclassmen will register next Monday morning.

The engineering school has operated on the co-operative plan since 1905, being a pioneer in this field, but for the first time this year the business administration school will adopt the co-operative system. So far as is known, the Northeastern business school will be the leader in co-operative training in commercial colleges.

Faculty Has 61 Members

Carl S. Ell, vice-president, has announced six additions to the faculty. The staff this year will number 61. Arthur Capone has been instructor in foundation of learning. He received the M. A. degree from Boston University in 1924 and for five years has been connected with the Boston Y. M. C. A.

Charles W. Hawke, a graduate of Allegheny College, who received his M. A. degree from Boston University in 1926, was named instructor in industrial engineering. He has been instructor in English and journalism at Allegheny and instructor in English at an Americanization school.

Everett C. Marston, a graduate of Colby College, who has worked for Houghton Mifflin Company, was appointed instructor in English.

A graduate from the school of business administration of Northeastern last year, Elias C. Maxey, will be instructor in business management.

Henry S. Richardson, an Amherst graduate, was appointed assistant director of admissions. From 1919 to 1925 he was in charge of professional training of war veterans for the United States Veterans' Bureau.

Professor Smith Honored

At a faculty dinner yesterday, President Frank P. Spear welcomed the new men. William Lincoln Smith, professor of electrical engineering, was presented a cake, a traveling bag and \$25 in gold. Professor Spear came to Northeastern in 1905, the same year that President Spear took over the educational work of the Boston Y. M. C. A., from which Northeastern sprang.

Freshmen will attend the faculty-freshmen reception Friday evening in Convention Hall, corner of Garrison and St. Botolph Streets. On Saturday the first convocation will be held in Bates Hall.

CITY TAX SALES NOW UNDER WAY

2030 Parcels Listed This
Year Against 13,831 in
Previous Period

George H. Johnson, city tax collector of Boston, is holding today the annual sale of real estate for tax liens remaining unpaid from Sept. 15, 1926, after having advertised these properties for the official municipal publication, as required by law.

At the time of the first advertisement for unpaid taxes there was a total of 1110 property owners representing 2030 parcels of real estate, some of which have in the meantime, however, been paid.

Mr. Johnson has compared this year's tax lien sale with that of last year showing that in 1926 there were 5196 delinquent property owners who represented 13,831 pieces of real estate. This year through personal solicitation and by circular the number of property owners in arrears was 4086 less and the number of properties 11,801 fewer.

Campaign Shows Results

This intensified campaign for collecting back taxes resulted, according to Mr. Johnson, in a saving of \$10,326 in the cost of the first advertisement of the tax title sale.

While the law allows the sale of property after the lapse of 14 days of a demand for payment by the city collector, nevertheless it is not deemed advisable to do so until the close of the period in which the property owner had the right to petition for abatement on his assessment to the tax assessors, namely, until April 1 of the year following the imposition of the tax title.

Formerly individuals who bought tax title liens were allowed a profit of 10 per cent, but under the last administration of James M. Curley as Mayor the amount of profit a title buyer could collect was deduced to 8 per cent, and that only on the amount of the entire tax and charges from the date of sale, the percentage to be figured by the month. In other words, if a delinquent should seek to redeem his property tomorrow the title buyer can collect but 8 per cent of the total amount of delinquency for one month.

Advertising Fees

The properties being sold today at the City Hall Annex, if for amounts of taxes over \$200 are in arrears, for 8 per cent from Sept. 15, 1926 plus the cost of advertising and the collector's fees. If under \$200, and many of them are, the interest charges are 6 per cent while the title buyer's interest remains at 8 per cent.

In the event of the tax title not being redeemed by an individual the city collector must take the property and within one month give a deed for it to the city treasurer who, after a period of two years, must foreclose and the city takes over the unredeemed real estate. Sale for foreclosure is also allowed to a tax title purchaser should his purchase be still in his hands at the expiration of two years.

The Man With the Pick Is Passing



At the Left is a Compressed Air Drill Used to Tear Away Sections of Old Street Coverings, and Accomplishing an Astonishing Increase in the Amount of Work of Like Nature That Could Be Done By the Man at the Right With the Pickax.

REPAVING WORK EMPLOYS ARMY

(Continued from Page 1)

almost inconceivably small spaces among passing cars and supply trucks, and to accomplish tasks of rolling and transmission of tools, and the summary tearing up of tracks and lifting them about, with small cranes, all in a single trip. Men stand open-mouthed at the sidewalk and wonder—men who have watched caterpillar tanks bumping over shell holes in France, but never as efficiently as these soldiers of construction.

Ample Solace for Merchants

For merchants who have seen these operations at their very door hamper the arrival and departure of patrons, there rests the solace of knowing that the few short weeks given to the work will result in an area of such smooth street surface as to be a distinct advantage. The temporary disturbance of business, the re-routing of street traffic, has been, therefore, welcomed and the ripping-up of tracks and the laying of new sections has been resolved into a spectacle of modern engineering method, with electricity and steam accomplishing work which, less than a decade ago, was done by a score or more of horses.

The clatter of revolving concrete mixers, doing the work of a dozen laborers in a quarter the time such a task formerly took, the staccato rat-tat-tat of pneumatic drills ripping paving blocks loose, or bumping sleepers, the digging up of cement blocks and the prying accomplishment of great air-compressing engines—all have worked industriously, sometimes almost fantastically, to the common end of newly smooth street paving in a minimum of time.

Already the end is well in sight for the Boylston Street restoration. The contractor having in charge this \$400,000 undertaking will have finished the entire first section of the city. Since Cambridge inaugurated this system, a Connecticut community has made plans to conduct such a school.

Cities Do Away With Tracks

The tracks, no longer in use because of the bus service from Massachusetts Avenue down over the Charles Street, West End route, have been removed and the surface is a fine example of smooth paving of great strength and convenient width. In the meantime the work of removing tracks from Berkeley to Clarendon streets is being facilitated. Repaving is now progressing on the southerly side of the distance, the northerly side having been finished at a score.

Another summer school for 582 delinquent students saved the city thousands of dollars, Mr. Fitzgerald says, for it made it possible for the pupils to catch up to their class by repeating subjects which they had failed to pass.

Cambridge is losing only 10 teachers this year. Few teachers change from one city to another, Mr. Fitzgerald explains, because salaries for secondary and elementary school teachers have become practically uniform.

**LYNN SHORE VISITED
BY MANY SANDPIPER**

LYNN, Mass., Sept. 7 (Special)—Unusual quantities of seaweed on the beaches of Lynn are said to be responsible for an influx of thousands of sandpipers which are finding the Lynn seashore a pleasant place for a stopover in their long flight from their summer homes in the arctic regions to their winter dwelling places in the pampas of Argentina and Patagonia.

All day long the feathered tourists may be seen thrusting their long bills into the sea-growth, racing to and fro with the advancing and receding waves, their long legs flashing in the sunlight. As the bathers seaweed the birds enjoy plenty of seclusion. Every now and then, a burst of smoke from the funnel of a steamer, they rise in one huge flock, circle out over the water just above its surface, and return to the same spot on the shore again.

The sandpipers are seen every year on the beaches of Lynn and the North Shore, but seldom in such large numbers as this season. How long they will remain depends a great deal upon the weather and the seaweed.

Some seasons the little visitors have remained on the Lynn beaches as late as middle September.

MILLS OPEN AFTER HOLIDAY
MANCHESTER, N. H., Sept. 7 (P.)—Personnel in all departments of the Amesbury Manufacturing Company returned to work yesterday after a two weeks' vacation, the annual summer recess.

FIN COM INVESTIGATION
MANCHESTER, N. H., Sept. 7 (P.)—An investigation was started today by the Boston Finance Commission on the bonding of firms which hold city contracts for constructing public improvements.

CANADIAN MAIL CLERKS SEND GREETINGS TO CONVENTION HERE

Methods Compared at Meeting of Clerks' Association—
Legislation Favoring Government Employees Urged
by President Collins in Report

John P. O'Farrell, president of the Dominion Railway Mail Clerk's Federation of Canada, today presented the greetings of his 1200 fellow members to the delegates of the American Railway Mail Association convening this week at the Hotel Statler, and expressed his appreciation for the friendly feelings which exist between the two organizations. The morning was devoted to a short business meeting and a memorial service. The business session this afternoon was omitted to permit the committees appointed yesterday and today to meet. The delegates visited the stores in downtown Boston this morning and went to the Navy Yard this afternoon.

In commenting on the differences between the conditions under which the railway mail clerks work in the two countries Mr. O'Farrell pointed out that there are vast uninhabited spaces in Canada. This brings about a condition in which large amounts of mail are dispensed in a few thickly populated districts, and very little elsewhere. In the United States there are more towns and small cities around and between the large centers than there are in Canada. This alters the problem of sorting mail on the trains, and only 1400 railway mail clerks are employed in Canada to serve the whole country.

satisfied with the system. The salary rate between the two groups varies widely. The maximum salary which a railway mail clerk can receive in the United States is about \$1800, whereas in the United States the maximum is about half as much again. The federation is trying to have this corrected.

Mrs. Herbert F. French, national president of the women's auxiliary, gave an address, and the Rev. T. R. Burns of the Immanuel Methodist Church of Waltham delivered the memorial sermon.

Wants Month's Vacation

William M. Collins, national president of the association, in his report yesterday made several recommendations for legislation, including enactment of a law granting postal employees 30 days annual vacation with pay.

Henry W. Strickland, industrial secretary, dealt in part with the postal policy bill which Congressman Clyde Kelley introduced into the Sixty-Ninth Congress. He said that railway mail clerks are interested in this bill "because postal policies and methods have a very definite relation to their salaries and working conditions."

The American Expeditionary Force Postal Agency clerks who are among the delegates, and who live in Boston, will gather tonight for their informal biennial banquet and business meeting. About 200 men in different parts of the United States who are members of this group can not be present. The officers for the next two-year period will be elected tonight.

Get Cent a Mile

Continuing, he said:

"Instead of having an expense account as the clerks do in the United States, the Canadians are paid at the rate of a cent a mile and meet their expenses on their trips. They are

paid a cent a mile, and the Canadian government is paying the same amount."

Mr. Burns said:

"The Canadian government is

paying the same amount."

Continuing, he said:

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UTILITIES PLEA WINS FIRST STEP

Petition for Change in Naming Members Approved as to Form

Three additional petitions were approved as to form yesterday by Arthur K. Reading, attorney-general. The first concerned a change in the method of naming members of the State Public Utilities Commission, providing for the election of four and appointment of the fifth. This petition, asking for a change from the present system of having all five commissioners appointed by the Governor, was brought by citizens of Revere. The other two petitions concerned the repeal of the Eighteenth Amendment.

One of the members of the Revere committee which waited upon the Attorney-General said that although the people have the power to legislate for themselves under the initiative provisions of the Constitution, and although there has often been much agitation over the decisions of the Public Utilities Commission, the question of the election of these commissioners has never been placed on the state ballot. It was explained that Revere citizens have been displeased with rulings by the commission on street car transportation and electric and gas service.

Those signing the petition were: James A. Zolla, Michael E. Tobin, James M. O'Brien, Herbert T. Jeffrey, Wilfred V. Barrett, James P. Butler, Edmund V. O'Hearn, Charles A. Donovan, Charles E. Marden and Francis H. Farrell.

The Constitutional Liberty League and the Liberal Civic League also had their initiative petitions approved as to form, the first step in their attempt to place the question of the repeal of the prohibition amendment on the ballot at the next state election.

The next step must be the obtaining of 20,000 signatures of voters who are in favor of repeal. This will bring the question before the Legislature for decision as to whether the question shall go on the ballot. If the Legislature should decide against the petition, the question can be placed on the ballot over their veto by the obtaining of 50,000 more signatures.

Signers of the Constitutional Civic League petition were: Charles S. Ruckemann, Milton; Francis R. Bangs, Boston; Julian Codman, Hamilton; Alexander Macoat, Boston; Robert Dickinson, Winton, Cambridge; Marcus T. Flury and Mark J. Flury, Somerville; G. L. Shandell, Cambridge, and Fred G. Gordon, Haverhill.

Survey of New England Industries Paves Way for Council to Promote Methods of Expansion

United States Department of Commerce Assists in Making the Analysis

A bright outlook is reported for the steel castings industry in New England. The trend of the combined sales since 1922 of the five steel foundries which figure in the survey has been distinctly upward. Nearby markets and uniformity of employment are found to be favorable factors in the industry.

The abstracts for the first three days released by the Research Department of the New England Council follow:

"The steel castings industry of New England is in its infancy, with prospects of a healthy and vigorous life. Reports received show that a strikingly large New England market and a local source for the chief raw material, pig iron, are facts in an industry at present limited in production."

"Five steel foundries of Massachusetts and Rhode Island, whose combined output in 1925 was approximately \$1,000,000, answered this survey questionnaire. Their average period of operation was 13 years, and in none has a change in management been effected since inception. Each gave the existence of a near-by market as the chief reason for locating in New England. The trend of combined sales since 1922, with that year's figure as a basis of reckoning, were as follows:

| Year | Increase | Per cent. |
|------|-------------|-----------|
| 1922 | \$1,000,000 | 11 |
| 1923 | 1,050,000 | 6% |
| 1924 | 1,100,000 | 4% |
| 1925 | 1,150,000 | 5% |

"Incentive methods of wage payment are not in use in any of the establishments reporting. Uniformity of employment in all these factories has been fairly well maintained, a slight tendency toward increased activity being noted in the fall and early winter months. Improvement in production control and methods of inspection have received especial attention from the producers."

"The chief raw materials consist of pig iron, scrap, sand and fuel oil. Pig iron, sand and oil are usually obtained from sources outside of New England, but steel scrap is purchased in local markets."

Sheet Metal and Stamping

With the trend of sales continuing upward, both in New England and outside, with labor conditions and banking facilities good, and with wide markets near the majority of factories, the future of the sheet metal and stamp products industry in New England appears favorable. Relative to this the council in the second article says:

"Roughly one-twentieth of this country's sheet metal and stamping products are manufactured in New England. Markets in this area take well over half of the output, and the movement of sales has been generally upward since 1922. Reports received from a representative group of concerns show that the industry as a whole is pressing forward and reaping benefits from improvements in accounting, continuance of maintenance, bonus wage payments and many other progressive features."

"Not least of these is the manufac-

TRADE CONTINUES ITS ADVANCE IN NEWBURY STREET HOME AREA

Six-Story Structure for Offices and Stores Will Have 90-Foot Frontage—Plans Provide Ready Method for Alterations to Suit Tenants

One of the largest single developments in Newbury Street since the beginning of the real-estate transformation of the erstwhile residential street into a business thoroughfare has just been started. The project, which is the result of a group of three, aims four-story residences at Numbers 120 to 126, and the construction of a six-story building for offices and stores.

The project is owned by the trustees of Augustus Hemway and occupies a frontage of 90 feet in Newbury Street and extending back 90 feet. Erection of the building is being directed by C. W. Whittier & Brother, who will become the building managers.

According to the plans evolved by Shepard & Stearns, architects, there will be five stories on the first floor. The framing, however, is so arranged that divisions may be made as desired by tenants. The second floor is to be divided into shops with plate glass windows on the Newbury Street side. The corridors on the second floor will also have glass fronts.

The four upper floors are so arranged that they may be rented as open floors, or may be divided to suit requirements of the tenants. Large and small offices on some of the floors will be available separately or in suites. The building will be equipped with high-speed passenger elevators.

The exterior of the building will be of Minnesota granite to the level of the second floor, above which Indiana limestone will be used. The structure will occupy an area of about 11,000 square feet. There will be a rear entrance on the passageway between Newbury and Boylston Streets. Contract to erect the building was awarded last Saturday to the W. A. & H. A. Root Company of Boston.

The building at 19 Arlington Street, between Boylston and Newbury Streets, is being remodeled and by the first of October, it is expected that the work will be completed. The old brownstone swell front is being replaced by a granite and limestone facing. The first floor is being brought down to the level of the sidewalk and on either sides will be large display space.

The building has been leased by DeBlois & MacLean, representing the trustees of the estate, for a long term to Frank J. Fitchett, of New York City, who plans to establish a Boston office for his New York wear business. The location is in a district of many high-grade retail shops and is closer to Newbury Street.

Regarding the future, the article concludes, "no one can tell positively, but the chances seem to be that architectural planning will be more in demand than ever before, and that the proportionate amount of total building work they will control is more likely to remain the same or to increase somewhat than it is to decline." Architectural designing problems of the future are apt to involve new problems of style, distinctiveness, space utilization, group and community planning, and the like, to a greater degree than ever before. These elements of design are the specifications of the architectural profession, whose influence as contributors to the art of successful

buildings is undergoing a rapid transformation to a shopping district. Thomas F. O'Brien and W. J. McDonald represented Peck & Peck.

Recent large increases in annual construction volume in the United States have been paralleled by like increases in the volume of work planned by architects, according to the Architectural Record. Total construction volume increased from approximately \$3,150,000,000 in 1920 to very nearly \$7,000,000,000 in 1926; in the same period the volume of work planned by architects increased from something less than \$2,000,000 to practically \$4,000,000,000.

These facts are brought out in an article, "Architects Are Still Important," appearing in the September issue of the Record. They were determined from a continuous 7-year job-by-job analysis of over 700,000 operations amounting to \$27,000,000,000, made by the statistical division of F. W. Dodge Corporation. The analysis shows that the architects' volume has maintained a constant percentage of total construction volume, about 5%. When building alone is considered, omitting engineering work, the architects' percentage of the total is 7%.

This analysis shows the architect and the architectural engineer to be the most important permanent factors in the construction business.

The facts are particularly striking when it is considered that the past few years have seen enormous expansion of speculative building, in which utilization of space is the primary consideration we've been preoccupied

with. In the construction of speculative buildings, the architects' volume and as factors in the business of construction is not in the least likely to diminish, regardless of how important other groups of building entrepreneurs may become from time to time."

A contract has been awarded to the Scotty Company of Cambridge, to erect an ice manufacturing plant on Hickborn and North Beach Streets, Brighton, for the Boston Ice Company, according to Brown's Letters, Inc. The building will be brick and limestone construction, one story, 150x100 feet. C. Leslie Weir of New York is the architect.

The decision of the New England Telephone and Telegraph Company to publish the next Boston directory in two volumes is made, according to company officials, to improve telephone directory service to business men and to subscribers generally.

Use of the telephone directory's yellow pages by the public increases as more and more people find how easy and quick it is to look up business telephone numbers classified according to business or profession. With recognition of this fact, more space is being sought for business announcements. Issue of this information in a separate volume will best meet both these conditions.

Incidentally, another purpose is served. Each of the two new volumes will be little more than half the thickness and weight of the current one.

Each volume will be distributed to every telephone subscriber in Boston and vicinity. No doubt it will seem odd, however, to have two telephone books, especially in other large cities indicates that the innovation quickly wins approval. In New York there are four books—a business telephone directory and a separate alphabetical list for Manhattan and the Bronx, and similar volumes for Brooklyn and Queens. In Philadelphia, two volumes are being issued on the same plan Boston has in the making.

It is an old fact that the first telephone directory ever issued—that of the Boston Despatch Company in 1878—listed the 67 telephones of that year, not alphabetically, but under business headings. There was then no such thing as a residence telephone.

These telephones have multiplied until the present now more than 400,000 telephones in Metropolitan Boston. And after 50 years, it has been found easy again to issue a telephone directory of business telephones only, though co-ordinate with a full alphabetical list.

PLYMOUTH WOMAN

W. R. C. CANDIDATE

Mrs. Annie Poole Atwood to Run for National President

An initiative and referendum petition was filed with the Massachusetts Secretary of State today by the American Legion as a preliminary step to having the citizens of the State vote on the question of the designation of Armistice Day as the tenth legal holiday.

The petition has been certified to be in the proper form by Arthur K. Reading, Attorney-General of the Commonwealth, and blank forms for the necessary 20,000 certified signatures of registered Massachusetts voters will probably be returned to the Legion within 10 days.

The action is part of a resolution adopted at the state Legion convention held in Fitchburg, Aug. 13, 14 and 15. It has been requested of each post commander that he appoint a local committee to take care of the quota of signatures allotted, and like measures are being taken by the auxiliary units.

This petition marks the close of the work of Harold P. Redden as chairman of the legislative committee of the Legion. A new committee and a new chairman will take over the work with the change of officers of the organization.

WEST ROXBURY LODGE OF MASON'S INSTALLS

West Roxbury Lodge, A. F. & A. M., held its annual meeting, election and installation of officers, in the Rosedale Masonic Temple last evening.

John F. Tretry, retiring Master, was presented with a Past Master's jewel, and Frank E. Chapman, Past Master of Hyde Park Lodge, was elected Worshipful Master. Mr. Chapman is manager of the Rosedale branch of the First National Bank of Boston. Others elected were:

William E. Baria, Senior Warden; John H. Gillis, Junior Warden; Lewis S. Breed, Treasurer; William R. Cleary, Secretary; John Chellman and the Rev. Gordon Carey, Chaplains; Chester E. Chellman, Marshal; Harold R. Duffe, Senior Deacon; John H. Eaton Jr., Junior Deacon; Charles F. Koopman Jr., Senior Steward; Harold F. Reed, Junior Steward; Earl Hoffman, Inside Sentinel; Clifford A. Morse, Organist; Jonathan Wilson, Tyler.

Arthur E. Campbell, Past Master of Hyde Park Lodge, was installed Master, assisted by Frank B. Hodges, Past Master of Blackstone River Lodge. Vernon Caldwell was elected trustee for three years succeeding George F. Wheeler.

Another Step in Newbury Street Development



Group of Homes Being Razored to Make Way for Store and Office Building.

TELEPHONE LIST IN TWO BOOKS

Company Says Change Will Make Boston Directory More Useful

Telephone and Telegraph Company to publish the next Boston directory in two volumes is made, according to company officials, to improve telephone directory service to business men and to subscribers generally.

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IMPORT RECORD UP, DUTY RECEIPTS DOWN

Heavier importation of merchandise but smaller collection of duties featured August as compared with the same month last year in the foreign commerce of the Massachusetts custom district, according to figures made public today by Wilfred E. Lukin, collector of customs. In

CONSERVATORY LIST COVERS WIDE FIELD

3443 Students Registered at 1921-27 Session

Registration for classes and private lessons at the New England Conservatory of Music begins Sept. 15 and the first semester opens Sept. 22.

A summary of the attendance of 1926-27 shows that there were registered 3443 pupils. Among these 2764 pupils were credited to Massachusetts. States outside of New England which sent 10 or more students to the conservatory were: California, 10; Florida, 15; Indiana, 17; Michigan, 16; New Jersey, 12; New York, 40; North Carolina, 12; Ohio, 38; Pennsylvania, 67; Texas, 12; Virginia, 15; West Virginia, 11.

Foreign countries and the American Island dependencies are well represented as the following figures show: British North America, 3; British West Indies, 2; Cuba, 1; Hawaii, 1; Panama, 3; Philippine Islands, 5; Porto Rico, 5; Albania, 1; Armenia, 1; Bermuda, 2; China, 9; Finland, 1; France, 1; Germany, 1; Italy, 1; Ireland, 1; Japan, 2; Korea, 1; Norway, 2; Poland, 1; Russia, 3; Scotland, 1; Turkey, 1; South America, 1.

DRYS SEEK MAN TO TAKE PLACE OF MR. WHEELER

Eight Names Mentioned—
Active Campaign Planned to Block Wet Moves

Special from Monitor Bureau

WASHINGTON, Sept. 7.—Eight names are already to the fore as possible successors to Wayne B. Wheeler, formerly general counsel and legislative superintendent of the Anti-Saloon League of America. Each of those listed are nationally known dry leaders.

The list is as follows: Dr. A. J. Barton of Atlanta, Ga.; James A. White, former superintendent of the Anti-Saloon League of Ohio; Ernest H. Cherrington, head of the World League against Alcoholism and director of the publication and finance departments of the Anti-Saloon League; F. Scott McBride, general superintendent of the league; Edwin C. Dinwiddie, Bishop James Cannon Jr., A. J. Davis, New York executive of the League; W. M. Forgan, superintendent of the League in Massachusetts, and B. E. Dunford, assistant general counsel of the league.

Recrudescence of Debate

Executives of the Anti-Saloon League declared that the choice of a successor to Mr. Wheeler will be up to the national executive committee of the league, which was not scheduled to meet until Dec. 1 in Washington. He indicated, however, that a special meeting would doubtless be called in the near future to deal with the problems arising out of the executive vacancies.

The matter is particularly urgent, as Congress will reconvene in a few months and next year is a period of national elections. The ensuing months of Congress are certain to witness a recrudescence of the wet and dry debate and it is highly important to the dry cause to have its leadership in office and active.

Mr. Wheeler combined both offices of general counsel and legislative superintendent. He took over the latter post when Mr. Dinwiddie left the league to take up an executive position with another dry organization. It is now possible that the position may again be separated and two men named to do the work that in recent years Mr. Wheeler did himself.

May Separate Duties

Definite information that this was being seriously considered by league directors was obtained from Dr. Barton, chairman of the national committee, who stated that he believed a majority within the organization

were in favor of such a course. For the time being, Mr. Wheeler's work has been taken over temporarily by Mr. McBride and Mr. Dunford, who was Mr. Wheeler's legal assistant.

The national board of directors consists of some 150 members. It makes the final decision on the appointments, but the league's executive committee numbering 21 members recommends to the board, and usually to be followed, the recommendation of the committee. The decision, however, is up to the board, a majority determining the appointment. The executive board is made up of representatives elected by the various state branches of the league, according to membership within the State. The executive committee is chosen by the board.

LABOR PROSPERS IN CINCINNATI

Ends Year Without Strike—Leader Says Arbitration Best for All

CINCINNATI, O., Sept. 7 (Special)

Cincinnati has gone a year without a strike, it was brought out here this week. In comment Adolph Kummer, president of the Central Labor Council, said:

"Organized labor in Cincinnati is very conservative. In fact, I regard the conservatism of the labor people here as a strong inducement for capital to settle in Cincinnati. Investments in industrial enterprises are sure to be safe, for strikes and labor trouble can be considered things of the past. The labor organizations would rather have their representatives sit around a table with representatives of employers and reach an agreement on terms and conditions of employment through discussions and reason than resort to strikes."

"They have come to recognize that more can be gained by both through peaceful settlements of differences that may arise between them than through strikes or lockouts. Organized labor here is not only attempting to better the condition of the workers here, but is always willing to co-operate and assist in bettering the conditions for the welfare of the city and the people as a whole."

UTRECHT FAIR OPENS
By Wireless via Postal Telegraph
from Halifax

THE HAGUE, Sept. 7.—The seventeenth international commercial fair at Utrecht opened yesterday with 807 participants compared with 781 last spring. Among foreign participants, Austria came with an important exhibition. The fair closes Sept. 16.

Sunset Stories

Skipper Scroggins A-Sailing

"WHAT'S the name of our boat, Uncle?" said Osmun, the young squirrel. Fib, the sparrow chieftain, were standing on the deck of a small boat which Florrie, the prominent pigeon, had discovered on the Frog Pond and turned over to Roger P. Scroggins, the Boston Common squirrel. In yachting cap and blue coat with brass buttons, he stood in the boat's cockpit with his arms folded.

"I'll see," he said, in answer to



And Before Mr. Scroggins Could Give Any More Orders He Was Off the Boat and Into the Water.

Osmun's question, and leaned over the stern to read what was painted there. His cap fell in the water and in fishing it out, Mr. Scroggins nearly went too.

"Our name is The Floating Pudding," Scroggins said with dignity, and held his cap upside down to let the water run out.

Fib hopped about excitedly. "What shall we do first?" he asked.

Skipper Scroggins put on his cap and a few drops of water trickled down his nose. "You stand there, Fib," pointing to the left, or larboard, "and, Osmun, you stand there," pointing to the right side of the boat, "and whatever happens, don't fall overboard!"

Fib and Osmun stood where they were bid, expectantly.

"Skipper Scroggins said the skipper. "Let's see, we'd better raise the anchor if there is no anchor."

The crew looked high and low but said there was no anchor. "Very well," said the Skipper, "we're just as well off." He unbuttoned the brass buttons of his blue coat. Then he buttoned them again, took off his cap, scratched his head and put the cap back on it.

Florrie, who sat on the bank and watched with a large company of Commoners, chuckled, but said nothing. All the watchmen were impressed by the way Scroggins was handling things. Florrie herself might have been impressed except that the boat so far hadn't moved. Scroggins was standing very straight, with his cap pulled down over his eyes and his hands behind his back.

"Here comes the wind, men!" he shouted as a breeze ruffled the water. "Ed, let go that 'backstay'!" Fib looked here and there but saw nothing.

INFLATED VALUATION OF FARM VALUES ONE CAUSE OF FAILURE

(Continued from Page 1)

that in the year 1919-20 the total amount invested in agriculture in the United States was \$19,000,000,000, amounting to \$4,000,000,000 invested in manufacturing industries \$7,000,000,000 in mines and quarries, and \$9,000,000,000 in railroads.

So when there takes place, from whatever cause, a serious dislocation of values, as is important in industry, the effects are necessarily far-reaching. That the results have not been much more serious than has seemed to those in other industries has been due, in a large part, to the flexibility of agriculture and its ability to absorb actual or paper losses which, in some other industries, would have brought about disaster. The results in many sections of the larger areas of the Middle West have been disastrous. It is true, but there has been nothing approaching a condition of industrial bankruptcy.

Farms Under Foreclosure

In an effort to gain a comprehensive knowledge of conditions as they exist today, seven years after the inflation bubble burst from contact with the sudden landslide of commodity prices, Iowa was selected as the vantage point from which a clear perspective might be obtained. Iowa has been, and still is, the center of the political agitation for legislative action designed to relieve what has been declared to be a serious economic condition.

Conservative estimates, made by farmers, state and county officials, merchants and others, show that approximately 5 per cent of the farmers in that State are, as it is termed, "in distress." This means that out of every 100 farmers in Iowa some 100 have lost, or may lose, their farms through foreclosure or sale.

An effort was made to compare these figures with the official record in an adjoining state west of Iowa. There, it appeared, the proportion was much higher. But upon investigation, it was discovered that the "foreclosure" heading all actions brought to recover possession of personal property, such as automobiles, for instance, which had been sold on the deferred payment plan or otherwise pledged or hypothecated.

A Kind of Speculation

While of course the failure of five out of 100 farmers represents a condition of measurable distress and hardship, a parallel may be found in other industries and other business undertakings, even in normal years, times of serious depression the percentage of failures in the cities is much greater.

And it is interesting, in tracing the direct or immediate causes of many of these involuntary failures or the farms, to discover that in a great number, if not in a majority of cases, they have been due to a form of what might be called excessive speculation, a laudable desire to insure, if possible, a greater measure of material prosperity.

Inflation, itself, traceable almost unfailingly to what is estimated to be material prosperity, which is outwardly manifested in the liberal circulation of money, regarded popularly as the representation of wealth and the barometer distinguishing "good" times from "hard" times, was responsible, in a large measure, for these business failures among the farmers. In any number of instances, in Iowa, Nebraska, Kansas and the Dakotas, the ease with which credit was obtainable at the local or country banks afforded the inducement which prompted farmers who were out of debt and in fairly comfortable circumstances to invest in adjacent or abutting lands at a time when these were selling at the highest prices.

Expected Permanent Prices

Lands were made on mortgages covering the newly acquired tracts as well as the original holdings. Those making the appraisals accepted the current quotations as the basis of value. These values were predicated on two-dollar wheat and dollar corn, and upon the theory that these prices would continue for an indefinite period.

Fundamentally this was an un-

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Fundamentally this was an un-

expected permanent price.



By W. LAURENCE LE PAGE

SEPTEMBER, to all interested in aviation, signifies the approach of the tenth annual contest for the Jacques Schneider Trophy in an international seaplane speed race which is to be held at Venice, Italy, on Sept. 28. Without doubt the race will be the greatest air classic ever held if for no other reason than that progress in aerodynamics continues to make higher and still higher speeds possible and this year's contest will certainly result in phenomenal records being set up.

Enthusiasm appears to increase in proportion to the speeds at which the race is won each year and this interest is further stimulated by frequent conjecture as to what is the ultimate speed beyond which engineering ability and possibly human endurance cannot go. These limits still appear to be far off.

Last year the Schneider Trophy was won by Italy when, at Hampton Roads, Va., Mario de Bernardi, flying a Macchi monoplane seaplane, flew the 350 kilometers of the race at an average speed of 244.96 miles per hour. Just as there will be the speed set up in the coming event, it is impossible to conjecture but an examination of the entrants will undoubtedly throw some light upon this point.

At the moment of writing, it is uncertain whether the United States will be represented at Venice or not. This country has no official entry but the seaplane built for Lieutenant Williams, U. S. N., by private capital and now undergoing test at Port Washington appears to show sufficient promise to warrant its being sent over to Italy in an effort to win for the United States the much coveted trophy.

Lieutenant Williams' plane is an interesting type. In general detail it closely resembles the famous Curtiss racers which have in the past set up world speed records and which, as seaplanes, won the Schneider Trophy in 1923 and again in 1925, last year losing to the Italians. The chief feature of Williams' machine is its engine, a Packard with 24 cylinders. The engine is in reality a combination of two Packard V-1500 12-cylinder engines which normally develop about 700 horsepower each. Whereas the cylinders of the V-1500 engine are arranged in two blocks set in V formation, the "compound engine" as it may be called, has four blocks of six cylinders each, arranged in X formation.

The result is a somewhat novel type of engine, the design problems of which have been by no means simple, as will be realized when it is said that, in spite of the large number of cylinders, there is but a single crank shaft with "throws" for each of the 24 connecting rods. This engine is said to develop 1250 horsepower which makes it one of the highest-powered single engines ever installed in an airplane. It will be recalled that the Napier engine in England recently produced a similar engine known as the Napier Cub which developed something over 1000 horsepower and performed reasonably successfully in a large Royal Air Force bomber.

With this powerful Packard engine there is no doubt that the Williams' plane is fast and with Lieutenant Williams himself flying the ship, it undoubtedly has every good chance of winning the Schneider race. This is provided the engine will keep going long enough. This latter point should not be taken as detrimental to the design of the engine, for the manufacturers will be among the first to say that the X engine is purely experimental and is so boosted up for the contest that its life is decidedly limited. This is true of any racing engine in which the very last ounce of power is being squeezed out. Such engines are given only a few hours of running life.

As has already been said, Williams' plane is very similar to the well-known Curtiss racer type, being a biplane with twin pontoons. The engine is cooled by the Curtiss type air wing radiator and a Standard Steel adjustable blade propeller is fitted.

Should Williams go to Italy, he will find strong competition. Italy is to be represented by one or more Macchi monoplane racers similar to those which raced at Hampton Roads last year and equipped with Fiat engines. No details whatsoever have been announced regarding the Italian planes but there is no doubt that they too will be fast. It will be recalled that last year de Bernardi over a straight course, setting up a new seaplane speed record. At that time it was very obvious that even then he was not near the limit that he could get out of his machine. There is reason to believe, therefore, that this year the Macchi planes will be capable of even higher speeds.

Great Britain is to be represented in the contest by three racers which are, without doubt, the most interesting of all, since, in the first place, they are the result of two years of development, for England was not represented in the race last year, although it was common knowledge that she was developing racing seaplanes; and, secondly, one of the planes has an air-cooled engine, which is something entirely new for a racing machine, and presents new problems.

The British planes are the Supermarine S-5, the Gloster IV, and the Short-Bristol Cruiser. The former two have Napier Lion engines, while the latter is an air-cooled engine machine. The Supermarine S-5 is the plane which will prove the fastest of the British entries. It is the outcome of the Supermarine S-4 (Napier engine), which came to this country in 1925 to enter the Schneider race and had a very good chance of winning until it developed wing flutter and collapsed in the air with no more serious results than completely wrecking the plane and shaking up the pilot, Captain Broad. But even in 1925 the plane set up a new speed record for seaplanes, so that there is some reason for expecting a real

of the Crusader has been the streamlining of the protruding cylinder heads. Judging from photographs which have been seen, this has been very well achieved, and the machine, a monoplane, not unlike the Supermarine S-5, is very nearly as clean-looking.

As the time of the contest approaches, more information will, it is hoped, be available concerning the entries. The rules of the contest stipulate that the race be held each year in the country of the previous winner, and, furthermore, that the first country to win the trophy three times in five consecutive years secures permanent possession of the trophy.

These facts have an important bearing upon this year's contest, for not only do they account for the race being staged in Italy, but should America be the winner—and it is sincerely hoped that this country will be—then possessed—the United States will return the proud and permanent owner of the Schneider Trophy, for we have already won twice within the last four years. On the other hand, while Italy has already won the trophy three times, namely, in 1920, 1921 and 1926, a win this year will not, it may be seen, give her permanent possession.

Super-Marine Schneider Racer



The Tiny Cockpit May Be Seen Demanding That the Pilot Be a Small Individual.

pontoon also incorporating the gasoline tank, fuel being pumped by a power driven pump, up to the engine. The effect of having the fuel in one of the pontoons is to balance the plane against the engine torque, or twist, when running. Engine cooling is, as in the American plane, obtained by means of wing surface radiators which have very little head resistance for they follow the normal contour of the wing.

Two Supermarine S-5s have been built, although only one will fly in the race at Venice. It is said, however, that, while no actual figures can be given, one of these machines has already broken the world speed record for land planes. When it is remembered that the S-5, because it is a seaplane, flies with two large pontoons which must present a great deal of head resistance (although this is overcome by streamlining), it will be seen that for a plane of this type to break a landplane speed record indicates that it is by no means slow. The machine must have a speed of over 250 miles per hour at the minimum.

As a counterpart to the Supermarine seaplane, the Gloster IV, also equipped with the Napier Lion engine, is a biplane, following the practices of the Gloster Aircraft Company in a long line of high-speed racing machines dating back to the British Bamel, which won the British aerial derby in 1921 at what was then the colossal speed of 163 miles per hour. The Gloster IV is, in general design, more like Williams' plane than any other to be entered in the Schneider contest.

In keeping with the need for reducing the head resistance to a minimum, considerable care has been given to streamlining the cylinder banks of the Napier engine, which is known as an arrow type because of the central and two outward sloping side blocks of cylinders. In the Gloster the side blocks of the engine cylinders have been very skillfully streamlined into the upper wing roots with the result that their head resistance must, in effect, be almost completely eliminated. This has been possible in the Supermarine plane in which the wing is a monoplane.

The Gloster is a somewhat larger plane altogether than the Supermarine and consequently cannot possibly be as fast, but, nevertheless, its importance in the Schneider race must be regarded rather as a sure standby than otherwise, for it is of a type of which far more is known than of the monoplane type such as the S-5.

Of the air-cooled machine little information is as yet available, since the British Air Ministry is unwilling to let many of its secrets leak out. The engine is a Bristol Mercury, radial type. Consequently, one of the most serious problems which have had to be overcome by the designer

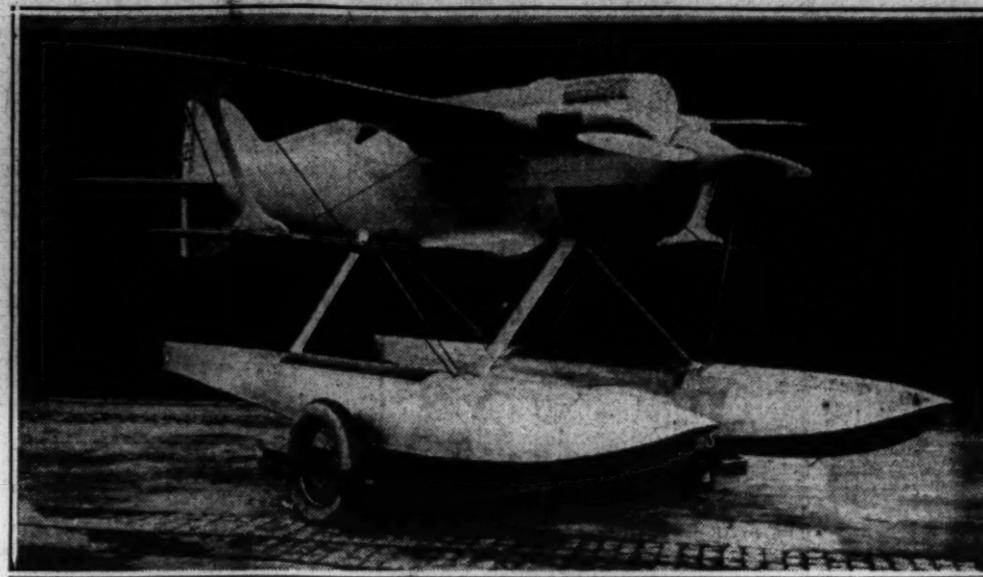
is the reduction of the heat generated by the engine.

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The plane rides on twin pontoons made of duralumin, the starboard

Another British Entry



Unusual Streamlining Marks This Gloster-Napier Biplane.

and distributed, numbering more than 2,000,000 altogether.

One series is of books for young people. Another, for the use of the little educated, is made up in popular style, and includes a variety of material. One number may be a folktale, native or from other lands, the next a brief biography of a national hero, the third a digest of post-office regulations, and the fourth a sketch of the history of ancient Greece. Agriculture, wholesome living, and poetry mingle with literature and history in this "popular library," which is sold by annual subscription, 12 numbers and an almanac for 1 lei—at the present exchange about 25 cents! Single numbers are sold on the streets by newsboys, who take no refusal except the sight of one already in hand. More than 150,000 copies have been distributed in this series.

Bober, the Northern Hills seed grower from whom the President purchased alfalfa seed for his Vermont farm last year, asked Mr. Coolidge to raise the tariff on alfalfa seed, telling him that neither controlled marketing nor a McNary-Haugen law would mean much to seed growers when foreign seed can be dumped on our markets at any time to compete with us and depress our prices.

"We talked quite a bit about the tariff," said Bober, "and the President recalled that he raised the tariff on butter and wax and expressed the opinion that this had been beneficial. I feel he wants to use the tariff to help the farmer as much as it can."

The relief needed for the growing industry, he said he told the President, is relief that could be granted under the elastic feature of the tariff law, saying that the tariff on grass seeds should be twice what it is now.

"The Department of Agriculture could also help our growers by recommending domestic hardy alfalfa to middle west and eastern farmers," he declared. "They could take a lesson from the Canadian Department of Agriculture, which is very active in this respect and not only recommends its seed to its own farmers, but has succeeded in having federally supported state agricultural colleges and department men boost for Canadian seed."

Degree in Motion Pictures Is Offered by University

LOS ANGELES (Staff Correspondence)—A new four-year college course, designed especially to train students for the motion picture industry, has been announced to open at the University of Southern California here at the fall semester, according to Dr. R. B. von KleinSmid, president.

The course will include architecture and fine arts, with major emphasis on architecture, decorative arts and architectural engineering, technique of cinematography, with emphasis on physics and chemistry, and composition, literature and criticism, with emphasis on scenario and continuity writing. Degrees will be awarded on completion of the four years' work.

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by arranging exhibitions; ethnographic, agricultural, industrial, artistic, etc. These men advise or personally direct publications and adult education extension in their respective lines. Popular lectures have been given by these men and by others under their direction in no less than 32,500 hamlets, and during a single year, 1924-25, conferences were attended in more than 100 places in the Sibiu district.

One hundred and ten local branches distribute the work of the society, the head of each branch being a professional man or teacher of high standing and ideals. Classes for illiterates, held in 350 places, have taught 45,000 persons to read and write.

Co-operative banks are encouraged. Forty-four had been organized before 1914, and now a financial expert on the staff goes about the country advising, assisting and promoting their establishment. Literature on co-operative organization is published for general distribution.

Literature Encouraged

Literature has been encouraged by cash prizes and by subsidies where needed, and 350,000 pamphlets have been distributed free prior to 1918, all on subjects designed for the general enlightenment. The society prepared, edited and published an Encyclopedia Rumanian in three volumes, and a dictionary of place names, made necessary by the Hungarian policy of renaming places in Hungarian.

The educational department of the society is divided into 12 sections, each headed by a professor who is

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a native of the Sibiu district.

The headquarters of the association are in Sibiu. This is the Rumanian name and therefore not the official name of the Siebenbuergen Saxon stronghold, Hermannstadt. The medieval walls are still largely intact, and one gazes with awe at the great towers and with interest at an enormous bastion converted into a municipal theater.

Cultural societies were organized as by a common impulse among Czechs, Slovaks, Slovens, Croats, and Rumanians. Each of these societies can produce a history as romantic and inspiring as any novel. The best they ever hoped from the Government was to escape attention. For attention was all too apt to mean repression, suppression or confiscation. The leaders of these societies put into them the eagerness, the devotion and the far-sighted intelligence of the modern socialist worker and the best and noblest characters were through their medium devoted to social politics.

The medieval aspect of Sibiu forms a pleasant setting for the extremely modern work of Astra. Recharted by King Ferdinand since the union of Transylvania with Rumania, its present name is "The Association for the Development of Rumanian Literature and General Rumanian Culture," and its purposes are defined to assist in the development of popular education by promoting the study and publication of literary, scientific and artistic works; by establishing libraries and museums;

and to help our growers by recommending domestic hardy alfalfa to middle west and eastern farmers," he declared. "They could take a lesson from the Canadian Department of Agriculture, which is very active in this respect and not only recommends its seed to its own farmers, but has succeeded in having federally supported state agricultural colleges and department men boost for Canadian seed."

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She is the "Ideal" of the Engineers

SHE is not an eight nor a four but a six—the ideal engine, say the engineers.

—She is not 116' long, nor 126', but exactly 121"—the ideal length, say the engineers.

—She does not have a valve-in-head motor nor a sleeve valve motor, but an L-Head motor—the ideal type, say the engineers.

—She does not have cantilever springs, neither worm gear nor hypoid gear final drive, nor a four-bearing crankshaft, but she does have half-elliptic springs, spiral bevel gear final drive and a seven-bearing crankshaft—all ideal, say the engineers.

—She has none of the old and the obsolete, she does not offer you in 1927 the features of 1925, but from stem to stern, from roof to road, she is entirely new.

—No other car in the world today even approaches the Flying Cloud in its identity with the Engineers' Ideal Car.

—That is why a leading automotive paper has said that the Reo Flying Cloud is "the only feature in an otherwise colorless automobile season."

The Flying Cloud is a Pleasure Car

—She is a pleasure to see, to ride in, to drive, to own.

—She brings to motoring a thrill that mere passenger cars never had.

—She makes old cars obsolete and many of the newest dear at any price.

—Be sure to try one out. Then you'll understand why the engineers say that such a car is ideal. You'll know that a car rightly designed and built can give you more than transportation, can make traveling a pleasure at all times.

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NO OTHER AMERICAN CAR LASTS AS LONG AS REO — NOT ONE

SALE DRESSINGS
of every kind are tastier when
seasoned with
LEA & PERRINS

JUDGE CARDOZO INVITED TO SIT IN HAGUE COURT

President Is Understood to
Have Offered Post to
New York Jurist

Special from Monitor Bureau
NEW YORK, Sept. 7.—Benjamin N. Cardozo, chief judge of the New York State Court of Appeals, has been invited by President Coolidge to become one of the American members of the International Permanent Court of Arbitration in The Hague. It has become known here that Judge Cardozo is now at his summer home in Allentown, N. J., and, according to one of his closest friends here, is considering the invitation.

In considering it, Judge Cardozo is taking into consideration whether his duties in connection with the International Permanent Court of Arbitration would interfere with the full performance of his duties as head of the appellate bench in this State, and the propriety of accepting the Hague appointment in view of his present judicial position here. It was added that a decision on these points by him was expected in a few days.

Hilles Conference
The invitation by the President to Judge Cardozo, it was reported in circles believed to be well informed, was the result of a conversation which Mr. Coolidge had with Charles D. Hillies, head of the Republican organization in New York and vice-chairman of the American National Committee. Mr. Hillies, it was said, recommended Judge Cardozo unqualifiedly for The Hague post.

Judge Cardozo, though a young man, is regarded as one of the most eminent jurists in New York. He was chairman of the Committee on Plan and Scope which was proposed, should re-examine the whole body of international law and recommendations from year to year. He is especially interested in arbitration, and has been associated with the movement launched by the American Law Institute to make a statement of the law in specifically selected fields.

Position Is Uncertain
The judgeship vacant on the Arbitration Court, bench at The Hague, which was created by Coolidge, a Straus. The latter, other than that member of the original committee, Charles E. Hughes and John H. Moore, was a member of the International Court of Justice.

In view of the proposal made recently by the Hague Conference of the powers, the posts to which the President has invited Judge Cardozo is regarded as especially important at this time. According to Judge Cardozo's friends, there would be no necessity for his putting aside his duties on the Appellate Court bench except when there are confidences or when he might be named to some arbitration committee.

DOG-RACE BETTING HAS SEVERE SETBACK

CLEVELAND, Sept. 7.—Dog racing, which was popular here when the District Court of Common Pleas refused to grant an injunction preventing the sheriff from interfering with the "annual donation" system.

The decision of William B. Vicker, chief justice; John J. Sullivan and Manuel Levine, judges, held that no injunction could be granted which would interfere with the judgment and discretion of the sheriff in the enforcement of the law.

The ruling of the court upheld the decision of the Common Pleas Court, which a few days before had refused to interfere with the activities of the sheriff and his deputies. No decision was made as to the legality of the purse donation system, which the race track officials had held was not gambling.

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TRULY de luxe
Ice Cream—yet it
costs so little more!
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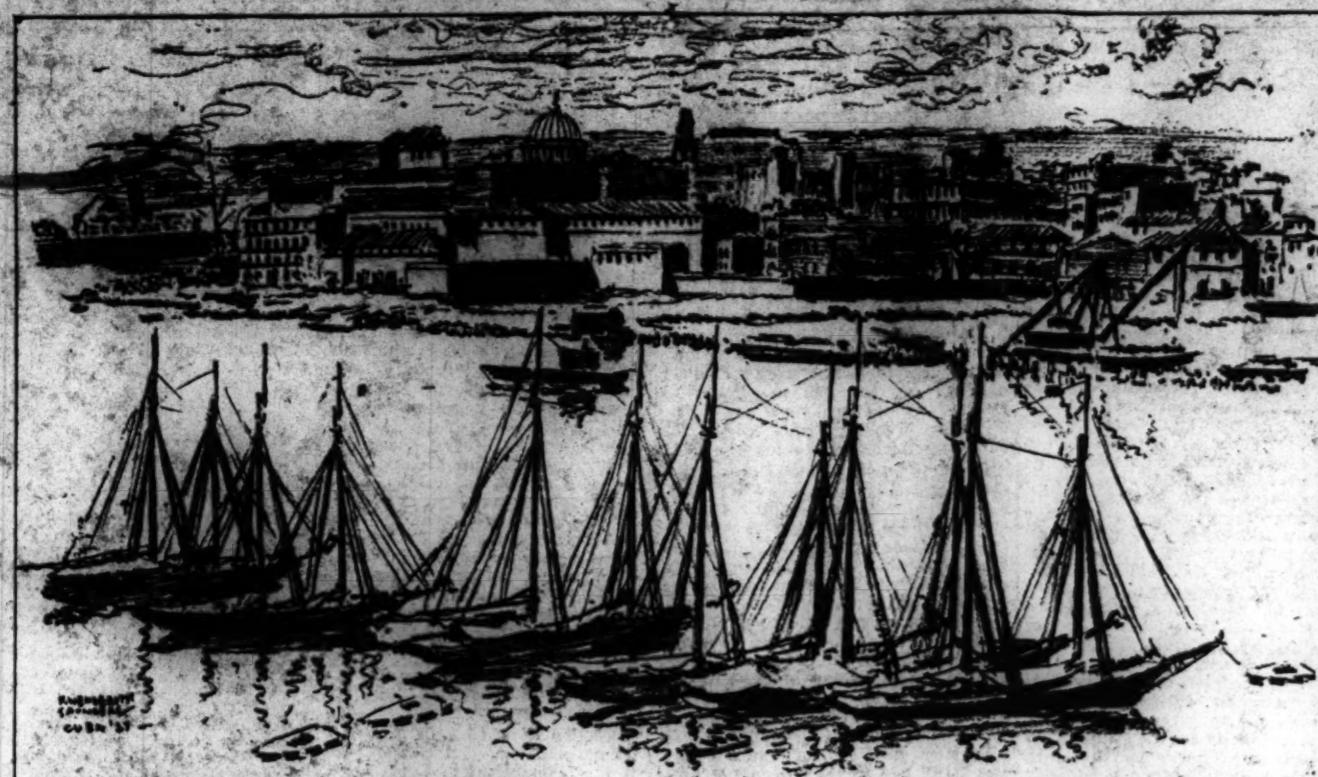
The kind you are looking for and of which you may be justly proud. Woven in our own great Mills and sold in all the leading cities, the Hardwick and Magee Wiltons stand unrivaled.

Of special interest are our personally selected importations of—

Oriental Rugs

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1220 MARKET STREET PHILADELPHIA PA

Havana's Water Front Being Beautified



Impression of the Honeysuckle Shore of the Old City Was Begun Shortly After the Spanish-American War. When the Collection of Fishing Shacks and Rotting Piers Were Cleared Away and a Sea Wall Built, the Space Filled in for a Drive and the Fashionable El Malecon Resulted. Originally It Was About Two Miles in Length and Is One of the World's Noted Promenades. Extension is Now Under Way.

Forthcoming Lectures on Christian Science

West Australia—Perth: 3 p. m., October 10; 1:10 p. m., October 11.

Germany—Berlin (Fourth Church): Krieger-Vereinshaus, Chausseestrasse 34, 3 p. m., September 22, in Germany.

Austria (Second Church): Neue Hannoversche Festsaal, Am Hohen Ufer 3, 3 p. m., October 7, in German.

U.S.A.—Concert Hall, a. d. Goethebrücke, 5 p. m., October 8, in Engle-

land.

Dresden, Church Edifice, 3 p. m., October 10 and 11, in Germany.

Denmark—Copenhagen, Philharmonic Hall, 3 p. m., October 14, in Ger-

many.

England—Worthing, Barnet: Clinton, 3 p. m., September 25.

Landesverein Hamburg: Assembly Room, Vorsetzer, 1:10 p. m., September 26.

London—Harrogate: Royal

High School Auditorium, 2 p. m., September 26.

Ireland—Belfast: Belfast, 2 p. m., September 25.

Malta—Valletta: St. Paul's Auditorium, 3 p. m., September 25.

Canada—Vancouver, Victoria: Empire Theater, 1:15 p. m., September 26.

Victoria (First Church): First

Church, Royal Victoria Theater, 3 p. m., September 26.

United States:

California—Berkeley (First Church): Church Edifice, 3 p. m., September 12, (October 10, 20, 26, 27, 28, 29, 30, 31).

Los Angeles (Third Church): Church Edifice, 3:15 p. m., September 12.

Michigan—Plymouth: Penobscot-Algonquin Theater, 3 p. m., September 11.

Massachusetts—Boston (First Church): First

Church, 3 p. m., September 12.

Missouri—Brookfield: Deafrew Thea-

ter, 2:15 p. m., September 12.

Montana—Billings: Masonic Temple, 3 p. m., September 12.

San Francisco (First Church): Church Edifice, 1250 Market Street, 3 p. m., September 12.

San Francisco (Sixth Church): Church Edifice, Southeast corner Clay and Sacramento Streets, 3 p. m., September 12.

Butte: Masonic Temple Theater, 3 p. m., September 12.

Illinois—Chicago (Thirteenth Church): Church Edifice, 10112 Longwood Drive, 3 p. m., September 12.

Illinois—Chicago (Fifth Church): Church Edifice, 10112 Longwood Drive, 3:15 p. m., September 12.

Illinois—Chicago (Seventh Church): Church Edifice, 526 West One Hundred and Twelfth Street, 3 p. m., September 12. Radiocast Station WMAA, 850 kilocycles.

Illinois—Chicago (Eleventh Church): Church Edifice, 8 p. m., September 12.

Illinois—Chicago (Twenty-first Church): Church Edifice, 10112 Longwood Drive, 3:15 p. m., September 12.

Illinois—Chicago (Twenty-third Church): Church Edifice, 10112 Longwood Drive, 3:15 p. m., September 12.

Illinois—Chicago (Twenty-fifth Church): Church Edifice, 10112 Longwood Drive, 3:15 p. m., September 12.

Illinois—Chicago (Twenty-seventh Church): Church Edifice, 10112 Longwood Drive, 3:15 p. m., September 12.

Illinois—Chicago (Twenty-ninth Church): Church Edifice, 10112 Longwood Drive, 3:15 p. m., September 12.

Illinois—Chicago (Thirty-first Church): Church Edifice, 10112 Longwood Drive, 3:15 p. m., September 12.

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Illinois—Chicago (Fiftieth Church): Church Edifice, 10112 Longwood Drive, 3:15 p. m., September 12.

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BOOK REVIEWS AND LITERARY NEWS

G. K. C., His Plan

The Outline of Seafaring, by G. K. Chesterton. New York: Dodd, Mead & Co. \$2.50.

ONE remembers the time when Mr. Chesterton fought his dialectical combats with an air of easy triumph; when he stood, as Goldsmith would say, "composed as the porcupine, with a quill pointed against every opposer." In this latest collection of essays the victory is more problematical. The blows are as deaf as ever, but G. K. C. is constrained to fight a good deal on terrain that is not of his own choosing.

Big Business, the chief opponent in this case, has met with considerable charges that monopoly is had, not by Arguing, but by monopoly is good, but by showing that it can induce the world to accept its claims. Against such an opponent, Mr. Chesterton admits, argument is useless. The only effective weapon is to set up an anti-monopolist cause and prove that it is acceptable to a considerable number of people. In this form of "direct action," Mr. Chesterton is not in his element and not at his best, but he found the expedient necessary.

All embracing as the trusts may be, Mr. Chesterton denies that they are as invulnerable as their size would make them appear. He believes a pin prick, properly directed, would deflate them, and he proposes to administer that caper graciously recruiting a sufficiently large opposing force from the many who would like to get out of the tangle of mere ramifications and communications in the town, and get back nearer to the roots of things, where things are made directly out of nature.

"Distribution"

Mr. Chesterton therefore appears as the standard-bearer of a new order, the missionary-in-chief of the gospel of "distribution," the cult of the small farmer, the small shopkeeper, the small craftsman, the man who seeks a full and varied life, who abhors standardization, who demands a reasonable amount of independence and is willing to pay the price for it.

"If we can make men happier, it does not matter if we make them poorer, it does not matter if we make them less productive, it does not matter if we make them less progressive, in the sense of merely changing their life without increasing their living for it . . . If man cannot do prevent happiness, then it is as futile to tell a man trying to make men happy that he is neglecting the talents of Arkwright, as to tell a man trying to make men human that he is neglecting the tastes of Nero."

Mr. Chesterton, in short, sees the whole combat as one of superficial comfort versus genuine happiness. The price of the latter is a certain amount of hardship demanding stout-hearted self-reliance and not a little heroism, which will not be grudged by those who resent the regimentation imposed on their habits and tastes by the stern laws of bulk production. The price of the former is a surrender of independence as com-

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the author maintains, as though it were Bolshevikism that ruled the earth. "In so far as the world of Wells or Webb was criticized as a centralized, impersonal and monotonous civilization, that is an exact description of existing civilization. Utopia has done its worst: Capitalism has done all that Socialism threatened to do."

"Fitter Achievements"

Mr. Chesterton's charges against Big Business are, many of them, well founded. But does not overlook some of the finer achievements of the system? Such steps as are being taken toward peace and political security today are surely due in great measure to the work of Big Business, which, in its desire to standardize all peoples by one pattern, has brought Japanese, Arab, Rumanian, Russian, French and Anglo-American into conference with an easy under-

standing of each other's mental attitude.

Big Business has its bad features, and it would be clearly foolish for one who is jealous of his individuality to yield it up at the bidding of a system that may not proceed under the highest sanctions. But would not Mr. Chesterton argue more for his distributor by striking a compromise with the bulk-productionists, claiming freedom from interference for his small businesses and small-farm settlements, but otherwise recognizing the right of Big Business to continue its larger unifying work, which may be in the best interests of peace and good will among men?

Mr. Chesterton rails at the dullness of modern civilization, but may it not be that the world is, so to speak, in the hands of the efficiency experts for reorganization—a dull and uninspiring business while it lasts, with machinery raised to an obviously absurd prestige, but really necessary, and certain in time to prove a sounder basis for humanity's best aspirations?



H. M. TOMLINSON
Whose First Novel, "Gallion's Reach," is Published This Month by Harper.

Across Europe by Water

Sailing Across Europe, by Negley Farson. London: Hutchinson & Co. £1.50.

FOR the many who share Mr. Farson's weakness in being unable to resist an atlas, there is something peculiarly fascinating in the thought of sailing across Europe. Anyone can pass in comfort from capital to capital in trains de luxe and see very little of the country in consequence; but to travel as the author and his wife (the "crew") did, in a 26-foot yawl by way of great rivers is to be admitted immediately to the heart of strange countries, and to meet and understand their real inhabitants instead of a largely internationalized race of porters and hotel-keepers and shopkeepers.

In addition they gained acquaintance

(and for they are evidently no strangers to a yacht) with the thrill of personal achievement and adventure, the glamour of a floating home

—brightest, as Mr. Farson says, in retrospect)—and with the beauty of remote places to which the tourist never penetrates. "Fine days," says the author, "to talk about travel. There was a daybreak on Turki-

shar, in Bulgaria, when in a peach-coloured dawn I looked upon minarets drenched with rain and Mohammedans in ragged red turbans fishing for sturgeon in a yellow-green sea."

This is the secret of the book's great charm—color and strange lands and adventure. Mr. Farson has, indeed, much to say of interest about post-war Europe and the effect of the treaties upon its peoples, especially in the Balkans. He met many interesting people, including Admiral Horothy. But probably the picture that will remain with most of his readers is that of a small white boat making its almost epic journey over so many difficult miles (though the difficulties are made light of) and through so many different countries.

The author has the quick eye and the vivid pen of the journalist, and the pictures that he paints are bright. A better map than that supplied inside the covers would have been a great advantage; not everyone is likely to be able to find his way around a map of Europe. A few more details of how the notoriously difficult navigation of the Danube was accomplished without a pilot would have been most interesting.

At least one of Mr. Farson's readers has now paid Ludwigs' canal and the Danube high water mark, that list which we all keep of "places-that-must—whatever-be-visited-soon-very-soon"; there will inevitably be many who will do the same. That is probably the best summary and commentary that can be made upon any book of travel.

Much Uncertainty

And there is still—ever with these experienced poets—much of uncertainty, of reaching-out in theme and method. Most poetry of this volume is not settled beauty, but rather adolescent imagings, shadows and visions of power. Aside from Edna St. Vincent Millay's sonnet starting "Grow not too high . . ." there is no poem here which has sustained unblushing greatness.

But the work throughout is of splendid substance and artistic finish—so much so that we cannot put our hand on anything actually bad or inconsequential. And be he lover of short lyric, the narrative ballad, moralistic verse or what not, the reader will find something to his taste herein. Perhaps this fact would not appear unusual to some, but it is: for many an anthology has been printed which pleases no audience on earth save its authors and their clique, who insist on looking only through their own tiny poetic window. It is indeed happy that this anthology is inclusive of many aisles of thinking while it still lifts the level of current writing.

One need not enter into the oft

discussed question as to the goodness of the genus "Anthology," for it would seem that anthologies become bad only when used to excess.

If a reader allows himself for instance to represent to him for good the several authors, and does not learn more of their work through their published collections, he will

find that the anthology has done him harm.

An anthology is not a substitute for but rather a co-worker with the one-man volume. Doubtless the anthology has catered to a certain laziness of the public and has done harm in the past; but let us continue the anthology and teach the reader to use it wisely.

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THE HOME FORUM

Washington Irving, Country Gentleman

LIKE his beloved weathercock at Sunnyside did Washington Irving appear in the field of early American letters—biographer of the first rank, historian deferred to by Bancroft, Prescott, and Motley, master of romantic narrative, essayist and stylist comparable with Addison, humorist who made Mrs. Siddons weep and moved the youthful Dickens to admiration. And he was without a cosmopolitan and a diplomat and something of a Brummel, known in two courts of Europe, and honored alike by the Royal Society of History, Spain, and the Royal Society of Literature, England.

He was, however, as modest as he was prominent, concealing his identity behind a flock of pseudonyms, professed aversion for public dinners, public speeches, and politicos even, and finding his greatest delight in the simple role of country gentleman. Viewed through his correspondence, his little retreat is delightful little nest, his dear little, bright little home, a sweet little Sunnyside, his charms to rival the Alhambra and the palaces of Madrid. And his own confession "neither Spanish nor Italian skies, so bright and cloudless, can compare with ours, forever shifting in their tints, and at times so gorgeous with their floating regions of cloud-land."

His country seat, however delightful, was a very modest one, "little" as he chose to call it, and by no means to be compared with Scott's Abbotsford which he had visited and admired on an early tour, or with Mount Vernon, Monticello and other well-known American colonial estates. It comprised, at the first, but ten acres, lying on the banks of the Tappan Sea near Tarrytown, though later increased to eighteen.

"A beautiful spot," he wrote to his brother soon after the purchase, "capable of being made a little paradise." And the achievement of this soon became a rival interest to the production of long-dreamed-of histories and biographies. Wolpert's *Robert the Bruce* first called it after Wolpert Acker, one of the privy counsellors of Peter Stuyvesant, who had retreated to it after the English conquest of New Amsterdam. And by way of making it pay for itself he

wrote the story of "the little old-fashioned stone mansion, all made up of gables and, as full of angels and corners as an old cocked hat," together with the history of its successive inhabitants down to Diedrich Knickerbocker himself.

The first improvement undertaken by that genial gentleman, the seal of possession as it were, was an addition to the small stone Dutch cottage there about twenty years ago.

"My idea is to make a little nook

ery somewhat in the Dutch style, quaint, but pretension . . . of course. The cost will not be much."

Yet four months later he wrote:

"Like all meddlings with stone and mortar, the plan has extended as I built, until it has ended in a complete, though moderate-sized, family residence." Fully a year passed before it was habitable and delightful letters began to be dispatched therewith from accounts of imp the cat, and Fanny the pig (named for Fanny Kemble), and the geese war on the Tappan Sea in which a certain enterprising and ambitious little duckled the feathered navy of The Roost to victory.

Thenceforth the little home was a favorite theme. It afforded full play for his renowned humor, for in writing of his new activities he did not spare himself. Thus he addressed a favorite nephew during his second year of possession:

"I look forward with pleasure to the prospect of seeing you and Helen at the cottage in the course of the summer, and showing you what a capital florist and horticulturist and agriculturist I am becoming. I beat all the gentleman farmers in my neighborhood, for I can manage to raise my vegetables and fruits at very little more than twice the market price."

* * *

His modest meagre, which had at first consisted of but himself, his brother and two servants, had by this time grown to include another brother, a sister, six nieces, a gardener, a coachman, and other faithful retainers. Contrary to his pleasure, that which had been designed for a nest only had become a permanent home, and such it remained. Guests came and went, one of special interest being the young exile, Louis Napoleon. The Christmas holidays were kept up in "the good old style," as might be expected from the author of "Bracebridge Hall." The name of the Roost was dropped and that of Sunnyside adopted.

Happily the occupation of country gentleman had not interfered unduly with the author's pen. "The Adventures of Captain Bonaparte" had been written and published, and the long-dreamed-of "Life of Washington" was commenced and fairly under way when the appointment as Minister to Spain interrupted. To run for Mayor of New York, to serve as Secretary of the Navy, he had previously refused; but this was an honor beyond the romance. Taking a house above his sweet little Sunnyside, he departed for London and Paris for Madrid, and private correspondence, which was continually interesting, and delightful, gave of the Little Queen and the Spanish court is interposed with frequent and wistful references to the events of the Hudson.

Most precious to him were the replies from home bringing news of his trees and shrubs, his roses and honeysuckles and humming birds. How pleased was the Envoy Extraordinary and Minister Plenipotentiary to hear that His old friend, the catbird, was still building and singing under his window, or to receive some message of Vaney, "that most meritorious little dog!" As for the gavels of the Little Queen and her court, they served but to remind him of the life of his own bevy of nieces at Sunnyside: driving in the Shandyan with the two roans and James, in his silken hat, for a coachman, picnicking in Sleepy Hollow, "yotting" in the Dream on the Tappan Sea, singing in the Tarrytown choir, shopping at Tommy Dean's.

The product of a master's hand-work, in art, he found expression for your gracious curves gave you pre-eminence.

And early made you as a thing apart.

Though none has solved the secrets you preserve—

Your tones improving with enriching age—

Your grain, beyond the finest artist's work,

Bee-speaks a noble forest parentage.

Throughout the lengthening years of artistry

On which you now may look with joy unbound,

Many you must recall you have inspired.

With love of what is beautiful in sound.

By music's finer strains and melodies Both happiness and tears have come unsought.

A wooden instrument you seem to be;

You are a friend that pulses to our thought.

ARTHUR S. HOLLIS.

About an Unknown Poet

In the Dictionary of National Biography is a brief entry under the name, Collop, John. No dates are given, save that he "flourished" 1660. A bare record of his three known works follows, with the information that he added M. D. to his title-pages, that he wrote often against the puritan sectaries, and that his songs "show some lyrical capacity." That, with perhaps the unexpressed approval of a stray reader here and there, is the extent of John Collop's fame after two hundred and fifty odd years. And so it might have gone on, but that one day in Mr. Chatto's shop in Fonthill Street I saw a little volume on the shelf, labelled Collop's Poems, and took it down as my custom is, in the ever-disappointed hope that here might be a forgotten master. The title-page was—"Poesi Rediviva/or Poesi Revivis/By John Collop M. D./Odi prophanum vulgus & arcoe/Londin/Printed for Humphrey Moseley, and are to be sold at his shop at the Prince's Arms in S. Paul's Churchyard/1656." I opened the book at random, and was electrified by the beginning of a poem, thus:

Collop was an occasional poet in a sense, in the sense that many of his best contemporaries were. That is to say, he did not devote either his time or his meditation chiefly to poetry, as Milton did. But he was not an occasional poet in the lesser sense; he did not write for the matter of his verse. As a poet he was preoccupied with two or three groups of subjects—political, amateur, religious; and his imagination could return to them at will. To his poetry he could bring energy and comprehension always, and at intervals he could rise to a lyric greatness that might have instructed Herbert (and Herbert often gets far less than his due from critical opinion), that Crashaw would have saluted, and to note which Vaughan himself might have paused by the way. Such a one cannot remain with oblivion. JOHN DRINKWATER, in "A Book for Bookmen."

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EDITORIALS

Constantinople's Fading Romance

AND now Constantinople has expelled the remnant of the "White Russians" who, ever since Lenin, have played a tragic comedy in the streets and byways of that once-romantic town. Did you want decent food? Avoid the hotels on the Grande Rue de Pera and dive down a narrow and malodorous alley. At the end a garden opened off, surrounded by towering but decrepit buildings. Under twinkling lights in many-colored glass cups, the leaves of the trees throwing black shadows on the white napery, tables were set forth and served by young and trimly garbed women with the unmistakable air of refinement. Countesses at least, habitués of the place would whisper, and one indubitably princess of the blood! Even of late, although Constantinople last lost much of its old-time cosmopolitanism, the diners at the tables spoke in many tongues, but the one note of deference for even vanished rank was always in evidence. In a corner other exiles, shabby of garb, depressed in demeanor extorted from strange exotic instruments the melancholy music of Russia.

Did you want a parlor entertainment? Word in the right corner would bring to your hotel or apartment a group of men and women who would dance with forced gayety the dances of the steppes, and sing the weird folk songs of the muzhiks. Between the features of their program they would strive to sell tawdry jewelry supposed to be the remnants of the jewel cases of the aristocracy of St. Petersburg and Moscow. In the earlier days, when hundreds of thousands of the better class of Russians fled from the mad rage of the Bolsheviks across the borders into Rumania, Poland, Turkey, anywhere to escape, not less than 150,000 stopped at Constantinople.

It was the time of the occupation of the city by the Allies. Kemal had not arisen. The Turks were politically crushed, living under a military government of aliens, and, withdrawn, enjoying such times of plenty and gayety as have never returned since the allied armies withdrew. In that era the Russian refugees were everywhere, living in luxury while their means lasted, in squalor when poverty descended upon them; but ever incredulous of the long continuance of the Bolshevik régime from which they had fled. In time, pressed by the economic urge, they sought lands in which employment was easier to find than in Turkey. This later hegira was even more difficult than the flight from Russia.

In the fullest sense of the term they were men without a country, and in a day when to cross a frontier without a passport was impossible, they seemed doomed to remain in a decadent country where they were not desired. Russia would give them no passports, nor Turkey, and the other countries, which they would fain have sought, were only too glad to make of this an excuse for refusing admittance to a throng of impoverished and too often impractical refugees. The League of Nations most beneficently intervened with an international passport which the nations all agreed to recognize. Thus equipped the Russians gradually abandoned Constantinople until the present order affects only about two thousand.

Thus ends another era in the checkered history of the city by the Bosphorus, and with it there goes out another of its picturesque features. Kemal describes it as progress, but the seeker after the strange and bizarre will deplore the submerging of the ancient quality of the town in the dull commonplace of Western civilization. The exotic features of the Moslem faith—the fez, the veiled women, the faithful prostrating themselves in prayer in the busy streets—have vanished. The howling and the whirling dervishes howl and whirl no more. The Christian Sunday is to supplant the Moslem Friday as the day of rest and prayer—because Kemal thinks it will aid business. The seraglio of the Sultan is turned into a museum and the Yildiz Kiosk is to rival Monte Carlo as an international gambling resort.

Sic transit gloria mundi! Over in old Stamboul they will show you the gap in the city's wall through which the Turks poured almost 500 years ago. One wonders what Constantinople, at the gateway betwixt the East and West, would be today had that wall been stout enough to hold back the hordes of Islam.

A Soldier of the Legion

NO NAME has been more familiar to those readers and observers in the United States and in other countries who have marked the progress of the campaign to outlaw the liquor traffic than that of Wayne B. Wheeler. Since long before the action of Congress submitting the Eighteenth Amendment to the states for ratification, Mr. Wheeler was the directing and guiding force in the Anti-Saloon League, of which he was the general counsel. A leader whose courage was never doubted and whose probity was never questioned, he was a tower of strength in that militant army enlisted in what even its enemies concede to be one of the greatest reforms of modern times.

Romance and tradition have painted the crusader in attractive phrase and glowing colors. But he does not always sit astride a charging steed or wear a sword and shield. Social revolutions come not with blare of trumpets and the waving of banners. They who lead to great victories are the humble, honest, unselfish and consecrated men and women whose ideals are freedom, human emancipation and true righteousness.

In face of severe criticism and the unfounded claims of the enemies of prohibition that the law can never be measurably enforced, Mr. Wheeler never retreated from his established strategic position in defense and support of the federal enactment. While it may be said that he chose always to regard the issue as a moral one, recognizing the fact that the amendment was forced upon Congress by an aroused public sentiment which had been educated and fostered in a campaign covering a half-century, he was sufficiently resolute to combat designing politicians who sought to ally their parties and the remnant of the liquor trade with steel of

their own kind. Enjoying the confidence of officials in both state and federal governments, and the grudging respect of those who opposed him, he has done much to hold the political balance in the two great parties at a comparative equilibrium.

His work will be carried on, no doubt with reliance upon the precedents which have been established. The American conscience has become too thoroughly awakened to permit a successful stampede, now or later, by conspirators against established law and the voluntary declaration of the friends and defenders of the American home.

Extravagance in Gasoline

JAPAN is reported to be seriously considering the advisability of promoting an oil monopoly in order to check the chaotic conditions prevailing, under which, it is said, the country's domestic producers are unable to make any profits on their operations. The experience of Japan, it seems, is not widely different from that of many other countries which have been experiencing difficulties as a result of the alleged wild competition and the tremendous overproduction of petroleum. Whether or not a state monopoly is the proper method of curbing the situation is a matter over which no little dispute could be raised. In the United States, for instance, the suggestion has been advanced that a federal statute be drafted under which the natural oil resources of the country would be conserved; or, in other words, that the vast stocks underground be left where they are until the demand once again catches up with the production.

A broad an oil monopoly is apparently the favorite method devised to meet the situation. Russia, Poland, Italy, Spain, France and other countries either have established or are considering the establishment of state monopolies to deal in petroleum and its products. In other countries, too, the problem may be met, probably, only in this manner, for not all of them are situated in regard to oil as the United States, or even England. According to reliable reports, gasoline was selling for a dollar a gallon in Teheran at the time when the Persian oil fields were recording their largest output. The shortage of gasoline in a country which was surfeited with petroleum was due, of course, to the fact that, there being no refineries near by, the transportation costs to and from a plant naturally enhanced quite unduly the price of the finished product.

In the United States, as has been pointed out by the Secretary of the Interior, Hubert Work, it is largely the cost of competition which is causing the great losses to the industry. The overproduction here is stored in tanks which cost 50 cents a gallon to build, whereas storage in the natural state in the ground would cost comparatively nothing. The inordinate desire to dispose of the large stocks of gasoline has induced the companies to spend millions in service stations and costly painted signs. The oversupply of stations has not materially added to the convenience of motorists, but rather has added to the selling cost of the gasoline. A more reasonable regulation of the industry would doubtless not alone conserve the natural petroleum supplies in the ground, but would make unnecessary these extravagant expenditures in the sale of the product.

Europe's smallest, most northerly and most isolated nation has distinguished itself in the domain of culture and literature as perhaps few of the countries many times its size. Scholars like Prof. Finnur Jóneson and Sigurður Nordal have thrown interesting light on a number of the conditions which brought about the rise and development of Icelandic literature. The cultural heritage, historical memories, poetry and tradition were brought into Iceland by the Norwegian emigrants.

Few European languages, if any, have undergone less changes during the course of the centuries than the Icelandic. The Icelandic child, for instance, who today learns to read its native language, would, it is said, easily be able to speak to the poet Egill Skallagrímsson, were the latter to present himself in person after the lapse of 1000 years.

Recognized as a sovereign state since 1918, Iceland, therefore, has a natural claim to take her place with the most advanced nations in the world. Her political ambitions may be a matter apart from her culture, but no doubt they will be fulfilled to the entire satisfaction of the people, as well as to Denmark. For this latter country, with the restoration of North Slesvig as a result of the war, certainly would do nothing to prevent the Icelanders from attaining to the highest point of perfection from a governmental standpoint.

The Irish By-Elections

FOR a government to win rather spectacularly in two by-elections, and then to decree a dissolution of the legislature and general elections, is unusual. Yet this is the procedure recently followed in the Irish Free State. It has no recent counterparts across the Channel, for in England the results of by-elections have frequently shown that governments of the day were waning in popularity. The by-elections have been an ominous portent of what might happen in a general election, rather than an encouraging sign that the electorate might be consulted more successfully.

Thus Mr. Lloyd George's Coalition Government suffered a series of reverses. It was even unable, occasionally, to secure seats for members of the Ministry. From 1919 to 1922 there were more than ninety by-elections. Seventy-five were contested. Their results showed a total majority of 200,000 against coalition candidates. Labor lost two seats and gained fourteen; the Liberals lost one and gained five, and the Coalition lost twenty-two and gained three. These were almost the same proportions as in the case of the Unionist Government headed by Mr. Balfour, which preceded Sir Henry Campbell-Bannerman's Liberal administration in 1906. In both cases the by-elections showed the waning popularity of the Government.

Until eight years ago by-elections were much more numerous and important than they are at the present time. In 1919 there was a modification of the rule (now completely rescinded) that a member of the House of Commons accepting an office under the Crown thereby vacated his seat in the House and must stand for re-election in his constituency. That rule was responsible for numerous by-elections which are not now required. By-elections in Great Britain, however, are still more frequent than elsewhere because of the size of the House of Commons, and because some members, by succession or selection, become peers.

It is still true, nevertheless, that British by-elections are significant straws in showing drifts of public opinion. During the last few months, for example, the results of a few by-elections have seemed to indicate an increase in the strength of the Liberal Party, and some antagonism to the Trade Union Law. The Liberals have gained three seats. Over the exact mean-

ing of the recent results there may be some dispute, but they certainly fail to show that the Baldwin Government is stronger in the country than it was some months ago.

President Cosgrave, however, is of the opinion that the success of government candidates in the County of Dublin and South Dublin City, where there were vacancies, presages further successes at a general election. He hopes that in a general election he may secure a majority in Parliament. He has no stable majority at present, for, it may be recalled, on a motion of confidence on August 16, the Cabinet was sustained by a single vote. Apparently the dissolution has been decreed without question by the Governor-General. That is in accordance with the British practice, for the King now seems entirely to have lost his discretion in consenting to or refusing a dissolution requested by his ministers. He acts on the advice of his Cabinet. In the Dominions, however—notably in Canada, where last summer the Governor-General hesitated to dissolve for Mackenzie King, but did so for Arthur Meighen—the rule is not so firmly established. Of particular interest also in connection with the Irish situation is the short time allowed for the campaign. The polling will be on September 15. This is in accordance with British practice, and contrasts strikingly with the prolonged tedium of American campaigns.

Iceland as a National Entity

WHEN, as one of the effects of the World War, new independent commonwealths arose to bid for place in the family of nations, Iceland, as a dependency of Denmark, considered the moment opportune for claiming that greater freedom which the people believed was theirs by right of long established culture, and geographical location.

Denmark's relations with Iceland, of course, have always been of the kind that allowed the greatest possible liberty of action to the people of that somewhat remote country in the North Sea. And their claim for further self-government was acquiesced in by the Danish nation to the extent that everything but total independence was granted. The King of Denmark, therefore, is only the nominal ruler of Iceland. The Althing, or Icelandic Parliament, determines almost everything that concerns the well-being of the country.

Whatever may result from more recent efforts of a certain element in Iceland to attain complete independence, it would seem that little of benefit is to be gained from cutting wholly aloof from the mother country. However, in the present instance it may suffice to shed some light on Iceland as she is today. Not only is the Icelandic nation one of the paradoxes of history, but the Icelanders constitute the smallest civilization in the world. Inhabited since 874 A.D., its population at present is not quite 100,000. Some 25,000 Icelanders live in the United States and Canada.

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Random Ramblings

An English educator says the splitting of the atom is certain in time and then there will be no need for "coal, gas, electric light, steam or anything like that." Automatic, rather than automatic, light, heat, and power, apparently.

The Harvard professor retained to find the secret of success of outstanding business men in history is likely to find it in this: they put something useful within humanity's reach.

Cashing a check and carrying the proceeds in a savings account is as good a cash and carry system as any other.

Though attics are going out of style with changes in architecture, this is no sign there won't be room at the top.

With cardboard containers so much in use of late, the soapbox orator may soon find himself in difficulties.

A St. Louis manufacturing concern reports reaping \$5,000,000 for a crop of 12,000,000 harvest hats.

Do not boast of the pickup your car has, just because it seems to find every nail in the road.

"If" "We" "Choose," we might say that these are the three most popular words of the year.

When it comes to circling the globe, few have anything on the goldfish.

"Three up and one to go" doesn't necessarily mean that "fore" comes next.

Waiting for an opportunity is all right if you keep busy while waiting.

The griddle cake business might be said to have a constant turnover.

All nationalities understand the language of a smile.

Wanted—A Reconsideration of Franco-German Relations

By SISLEY HUDDLESTON

NO IMPARTIAL observer who has had experience of currents of public opinion can doubt the need for a re-examination of Franco-German relations. After Locarno, and particularly when the French and German statesmen met at Thoiry, the two countries drew close together. They are still on excellent terms, but there are points of friction which should be removed. It is to be hoped that the opportunity will be taken at Geneva in September to reconsider the whole situation and to renew the friendship which should properly exist between the Reich and the Republic.

Germany was led to believe that the entire evacuation of Rhineland was certain at an early date. France indeed was, at a given moment, willing to evacuate, and England threw its influence on the side of evacuation. The opportune moment was lost, and since then matters have been allowed to drift. In diplomacy, as in everything else, it is necessary to make progress all the time—if there is not a constant advance there is a retreat: it seems impossible to stand still.

So it has come about that French suspicions have again been aroused, and German aggressiveness has manifested itself in different directions. Technically, Germany is declared to have destroyed the eastern fortresses, but in fact there was a compromise, and the French are far from satisfied. It remained for Belgium, however, to express publicly the view that Germany was evading the disarmament clauses in various ways.

The French Government is really anxious to refrain from recriminations, but with the disclosures of General Guillaumat's dispatch, and the military increases in the German budget, and somewhat fire-eating speeches in the Reichstag, it is becoming increasingly difficult to withdraw the allied soldiers from the Rhineland.

M. Briand, who is unquestionably pacific in purpose, feels obliged to proceed cautiously. He, like the other members of the Cabinet, would like to decrease the contingents in the Rhineland, but the maximum figure for which approval can be obtained is in the neighborhood of 5000 men. This is itself a pledge of good will, but naturally it is found disappointing by Germany, which had pitched its hopes higher.

The British intervened to suggest that whatever could be done at this juncture should be done in the interest of peace. But the controversy is becoming acute. It is absolutely inaccurate to suggest that M. Poincaré, or any other French Minister, is desirous of upsetting the policy of Locarno. There is manifested by all a sincere desire to pursue it. The complaint, however, is heard that Germany is not making such a course any too easy.

The Germans claim that the note of the Conference of Ambassadors in 1923 pointed to reduction of a substantial character, and anticipated withdrawal. They recall the promises of Thoiry. They urge that 8000 men is quite inadequate. The French argue that any promises which were made were unconditional. They must have a real sense of security, and they ask for further proof of Germany's intentions.

In the nature of the case, French concessions can

scarcely be compensated. France gives way on this and that point, and unfortunately seems to earn no gratitude. Each concession is the starting point for new demands, and is rewarded by abuse. The French find that the peace-making is a unilateral process. It is hard to see what they can expect from Germany, but they certainly do look for something which would allay their misgivings.

The other day a German deputy named Kardorf made a discourse on the anniversary of the German Constitution that annoyed the French. It does not contribute to the improvement of Franco-German rapprochement. The Versailles Treaty gives to France, England, and Belgium the right to control the Rhineland until 1935, but Herr Kardorf bitterly complains that there should still be foreign troops in Germany and describes the conduct of the Allies as shameful.

He considers that the Allies are continually inflicting insults upon a helpless people, and that history cannot pardon such behavior. He reminds us that after 1871, when France was defeated, the German troops of occupation were withdrawn long before the stipulated date. He uses such expressions as "barbarity" in connection with the occupation of the Ruhr and the Rhineland. He holds that Germany, not France, has need of guarantees of security. There was even a hint in his speech that the Alsace-Lorraine question was not definitely settled.

Such remarks are, in the circumstances, indiscreet. The French cannot understand the assumption that the withdrawal of troops can be insisted upon as a right, involving no parallel performance. They are prepared to reduce, and eventually to evacuate, the troops; but this must be done as an act of grace, and if they choose to stay in fulfillment of the Treaty nobody is entitled to fulminate against them. Fulminations, in fact, make it difficult to withdraw. When, in addition, the German attitude does not make France of its safety, but on the contrary makes France more doubtful, it is natural that public opinion should stiffen.

In short, there is a lack of tact, perhaps on both sides, which does not conduce to conciliation. Germany looks at the problem from one side and France from the other. They are both nearly right. France says that it does nothing which is in consonance with the Treaty, and the Treaty which called for reparations and permitted a measure of occupation was altogether legitimate. Germany says that, whatever was justifiable in 1919, it cannot be justified today. Unpleasant memories are stirred up, and German threats with regard to the prospects of an Austro-German union, of a denunciation of the Dawes Plan, and so forth, are particularly irritating.

It will be seen, therefore, that the time has come for both France and Germany to undertake another examination of conscience, and to revise arrangements which are onerous. But if such a readjustment is to be effected, there must be good temper displayed on both sides, and foolish speeches and writings should be eschewed. The outlook would be excellent if recriminations were dropped, and it is sincerely to be hoped that Dr. Stresemann and M. Briand will succeed in signing, as it were, a new lease of the Locarno Pact.

From the World's Great Capitals—London

AFTER living in Adelphi Terrace for thirty years, G. Bernard Shaw has packed up his Laces and Penates, and moved to Whitehall Court. His going illustrates the curious change that takes place in the way a man is viewed by his neighbors as the years bring an altered outlook. Speaking of this phase of Mr. Shaw's busy and always interesting life, the Manchester Guardian comments:

At one time Mr. Shaw's presence in the Adelphi was regarded with suspicion and resentment by the old residents who occupied Society houses and clubs and rich flats. Today even the most crass Tory of the Royal Society finds it difficult to weep at the passing of Mr. Shaw from Adelphi Terrace. Mr. Shaw had long ago become an institution, part of the old order of things that should never be disturbed, however much he might disturb other people. Possibly the parting would have been too heart-rending to Mr. Shaw himself, for he has gone to the revolutionary land of Italy, where things change every day, though always in one direction.

On Monday, August 1, which is a bank holiday in England and consequently a time of slight industrial activity, one of the most important steps toward the realization of the new electricity scheme was carried out in London. The growth of the electrical industry in England has been more or less chaotic, with each distributing company supplying a different voltage. Under the plans worked out by the electricity commission, the voltages used by all the companies was superseded by a standard voltage of 22,0